



NAVY NEWS

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DESTROYERS GO GLOBAL

IN THE full glare of the global media spotlight, Royal Marines and the Commando Helicopter Force deliver the Olympic Flame to the heart of the host city. Some 2,600 sailors and green berets have vital security and ceremonial roles to perform through the Olympic and Paralympic spectacular. See pages 2-3 and 20.

Picture: PO(Phot) Mez Merrill, CHF



KING OF THE RINGS





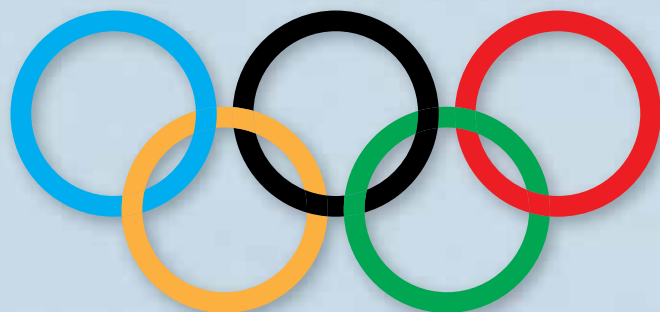
● 150 members of Ocean's ship's company form the Olympic rings on her flight deck as the Mighty O arrives in Greenwich and (below) 'It is not in my nature to sit back, feel sorry for myself'... Inspirational L/Cpl Cassidy Little carries the Torch through Peterborough



● Mne Martyn Williams poses with Dame Kelly Holmes after rapid roping the Olympic Flame into the Tower of London and (below) sailors from HMS Ocean applaud legendary yachtsman Sir Robin Knox-Johnston through Greenwich



Ceremony -



The numbers Games

2,600 sailors and Royal Marines involved in Operation Olympics

1,000 sailors and Royal Marines providing security at venues in the capital

More than **550** Naval personnel aboard HMS Ocean, including Lynx of 815 NAS, as the hub of helicopter operations and logistical support, moored at Greenwich

53 personnel and **2** Sea King Mk 7 Airborne Surveillance and Control from 854 NAS at RAF Northolt

900 members of the Naval Service in Weymouth with HMS Bulwark, RFA Mounts Bay, P2000 patrol boats, 814 NAS Royal Marines of 4 Assault Squadron and their landing craft, and sailors on the ground providing security at the Olympic venues

Around **250** sailors and commandos at various other Olympic venues and training hubs around the UK

120 Senior Servicemen and women acting as flag raisers at victory ceremonies

crowds on the banks of the Thames and on Tower Bridge, in the grounds of the Tower of London one of Britain's greatest Olympians, Dame Kelly Holmes, plus the Mayor of London Boris Johnson and other dignitaries. They got what they were waiting for: on a fine summer's evening (and there haven't been too many of those) one Jungle manoeuvred into a 60ft low hover above Tower Wharf, allowing four Royal Marines to fast rope from the cargo door to the ground.

The green berets from the Commando Training Centre in Lympstone marked the area for the second Sea King from 846 NAS, which came into a hover at 180ft just moments later to allow Mne Martyn Williams – who'd overcome a leg injury caused by a mine in Afghanistan – to abseil down with the flame strapped securely to his chest in its lantern.

He then handed the precious cargo on to Dame Kelly – the first torchbearer in London as it began its week-long trek through every borough.

"It's hard enough when you are doing this in training, and even more so in theatre, but to know that I had custody of such an important load, as well as the fact that we were being filmed and photographed from all angles by the media and watched by millions adds in a whole different dimension to it all – it was a bit nerve-racking," said the 23-year-old from Ipswich.

"I'm still very humbled that I was selected for this – I have overcome an injury sustained in Afghanistan, but so too have many others, and others still have paid the ultimate price.

"Only one person was able to carry the flame – I'm lucky it was me. But I looked at it as a chance to quite literally hold a torch for all my fellow Servicemen and women."

If rapid roping with the flame was a bit tense, it was equally so for the air crews.

"This is a never-to-be-repeated experience which we're all justifiably proud to have

been part of," said Lt Cdr Jake Wilkinson, Commanding Officer of the Commando Mobile Air Operations Team, Commando Helicopter Force.

"Having the iconic landmarks of the Tower of London and Tower Bridge as a backdrop is sensational – but, without doubt, the biggest responsibility was being tasked with the safe delivery of the Olympic Flame and I'm delighted to say my team and the Royal Marines excelled in this duty! We couldn't be more delighted."

THAT wasn't quite the end of the Royal Navy's involvement in all things torch-related.

After spending the night safely in the Tower, by 7.30am the next day the flame was already on the move again, this time through the streets of Greenwich, redolent with Naval and maritime history.

And despite the early hour, sailors from Britain's biggest warship lined part of the route – fittingly the stretch covered by one of the nation's greatest mariners.

In 1968-69 Sir Robin Knox-Johnston was the first person to sail single-handedly non-stop around the world – and, at the age of 67 in 2006, was also the oldest yachtsman to complete a solo circumnavigation.

So he was an obvious choice to be among the torchbearers carrying the flame past the newly-restored Cutty Sark and along the Greenwich waterfront.

A Royal Navy Lynx flew overhead while an 18-strong contingent from HMS Ocean lined the route alongside cadets from the Metropolitan Police.

THEIR ship was a short distance away, moored mid-Thames, a very visible reminder of the huge security effort supporting the Olympiad.

For while the torch relay will be a distant memory by the time you read this, the security mission will still be at its height.

Indeed, it won't wind down till a week or so after the Paralympics have ended.

The Army is bearing the brunt of that effort: of the 17,000 military personnel assigned to the originally-titled Operation

Olympics, 11,800 are soldiers.

The remaining burden has been shared equally by the Navy and RAF: 2,600 personnel each.

HMS Ocean was the first of the 'big ticket' items to slot into place for Op Olympics.

Throughout the Games, she's serving as a helipad for 815 NAS and Army Air Corps Lynx, while her normal ship's company of 450 has been almost doubled; she's home to some 400 military personnel from the Venue Security Force.

The latter are safeguarding the numerous Olympic venues, while the helicopters are arrayed on the flight deck, ready at short notice to launch from the ship's flight deck to support the police by providing airborne and maritime security.

As the Mighty O turned in the river near the O2 Arena at Greenwich, 150 members of the ship's company recreated the Olympic symbol on her flight deck to mark the start of her Games mission.

WHILE Ocean was manoeuvring on the Thames, two Baggers from 854 Naval Air Squadron were getting used to the unfamiliar surroundings of RAF Northolt.

Like the helicopter carrier, the two Sea Kings will be in London throughout the summer, with a detachment of 53 air and ground crew from RNAS Culdrose looking after them (and a third Bagger ready back home in Cornwall should either cab become unserviceable).

Northolt is normally home to the Royal Flight and VIP transports, but also the hub of air operations around the capital.

So, decamped to the West London air station alongside the Sea Kings are RAF Typhoon fighters and Puma helicopters armed with snipers.

In all, some 1,600 personnel from the three Services are committed to the airborne security mission.

In the case of 854 NAS and their Sea King Mk7 Airborne Surveillance and Control, they've only recently come back from front-line duties in Afghanistan.

There, the Baggers tracked movements on the ground, allowing ground forces to close in and seize weapons, bomb-making equipment and insurgents.

Over London, however, the aircraft return to their traditional 'early warning' role – tracking aircraft flying around the capital.

From mid July, flying restrictions have been in place over London.

Those restrictions mean that the Sea Kings are at 30 minutes' notice to scramble until mid-September, called upon if civilian or military radar tracking the skies over the capital need assistance. The Baggers will also be airborne for some of the key events of the Games.

Having spent 15 months in Helmand from the end of 2010 until April, the Olympic mission is a welcome return to the squadron's original mission.

"This is what we're designed to do – tracking low-flying aircraft or missiles, incursions into the airspace. It's different from what we did in Afghanistan – but it's just one of the things the Sea King can do and it's the same, well-honed team doing that job," explained Lt Cdr John Ling, Commanding Officer of 854 NAS.

"Traditionally the UK is where we come to relax. But this is an operational deployment – and it's great to be able to be part of it. It's not something that's happened before. I've been in the Service 17 years. This is unique."

Typically at the peak of the day, there are around 1,000 aircraft flying into, out of, over or around London's airspace.

The restrictions mean that only

and security

authorised aircraft – everything from commercial liners to business jets, helicopters, balloons, even model aircraft – will be allowed over the capital.

“That means that if there’s something we don’t know about, we’re automatically interested in it,” said Lt Cdr Ling.

It will be down to helicopters to intercept and investigate slower-flying aircraft, the Typhoons will deal with larger contacts.

They will use all manner of efforts to coerce a suspicious aircraft away from the area – from holding up signs and radio calls to flashing lights and firing flares – but Air Vice Marshal Stuart Atha, in charge of the nation’s air defence, said lethal force would be used “as a last resort”.

Beyond the importance of providing one section of the aerial shield, the Culdrose airmen have been looking forward to the Olympic experience.

“You don’t often get the chance to fly over London, to see the sights. It’s good to be able to see some landmarks as opposed to the sand of Afghanistan,” said pilot Lt ‘MV’ Hammond.

Lt Cdr Ling added: “It’s a privilege to be part of the Olympics – it’s a once-in-a-generation event. To be here in London for the occasion is special, and I hope my men and women will have the chance to experience some of the atmosphere.”

MEANWHILE, off the South Coast...

854’s Culdrose bedfellows are also in unfamiliar surroundings for the next few weeks courtesy of Op Olympics.

Merlins from 814 NAS – known throughout the Fleet Air Arm as the Tigers – have swapped Cornwall for Somerset and RNAS Yeovilton.

From there it’s just ten minutes’ flying time to Weymouth Bay, where flagship HMS Bulwark is serving as the floating command centre for the police-military-civilian effort protecting sailing events in Dorset.

Although the Merlin was designed as a submarine hunter, in the decade since the helicopter entered service it’s evolved into all-purpose aircraft and has proved particularly adept at tracking pirates and drug traffickers over the Indian Ocean, operating from the back of Royal Navy frigates.

And that latter maritime security mission makes 814 the ideal choice for keeping watch on seafarers off Weymouth from now until mid-September.

The Tigers have been preparing for their Olympics role for many months, and have already taken part in a series of demanding training missions, working alongside other Royal Navy and Royal Marine units, and other Government agencies.

In addition to conducting maritime surveillance in the Weymouth Bay area, 814 NAS crews will be on call to respond to any incident as directed by Maritime Force Commander Dorset – Bulwark’s Commanding Officer Capt Alex Burton.

“A lot of hard work has gone on behind the scenes by both my engineers and aircrew over many months to ensure aircraft and flying crews are ready for Operation Olympics,” said Cdr Christopher Stock, 814’s Commanding Officer.

His helicopters will operate daily out of Yeovilton, flying to and from HMS Bulwark which is positioned in Weymouth Bay close to the Olympic Sailing Regatta.

WHICH brings us neatly on to the nation’s flagship, the final piece in the Navy’s Olympic security jigsaw.

The 16,000-tonne warship, the hub of a huge operation safeguarding sailing events off the seaside town.

In addition to Bulwark and 814, the Royal Navy has also committed RFA Mounts Bay, P2000 patrol boats, landing craft and fast boats to the effort off the Dorset coast.

That’s the hardware. But there’s also a large number of sailors, Royal Marines and reservists deployed alongside the civilian security and policing experts.

As the hub of the effort, Bulwark is home to Coastguard staff, police officers, officials from the UK Border Agency and the RNLI who’ll all work side-by-side in the flagship’s impressive operations room.

All of which was put into practice back in May during the cunningly-titled Exercise Olympic Guardian when the ship, civilian and government agencies tried out the concept of ‘controlled access’ to the coastline, air and sea around the sailing venue.

The exercise gave all involved an insight into the challenges they might face, the environment around Weymouth and allowed them to work out shared communications and procedures.

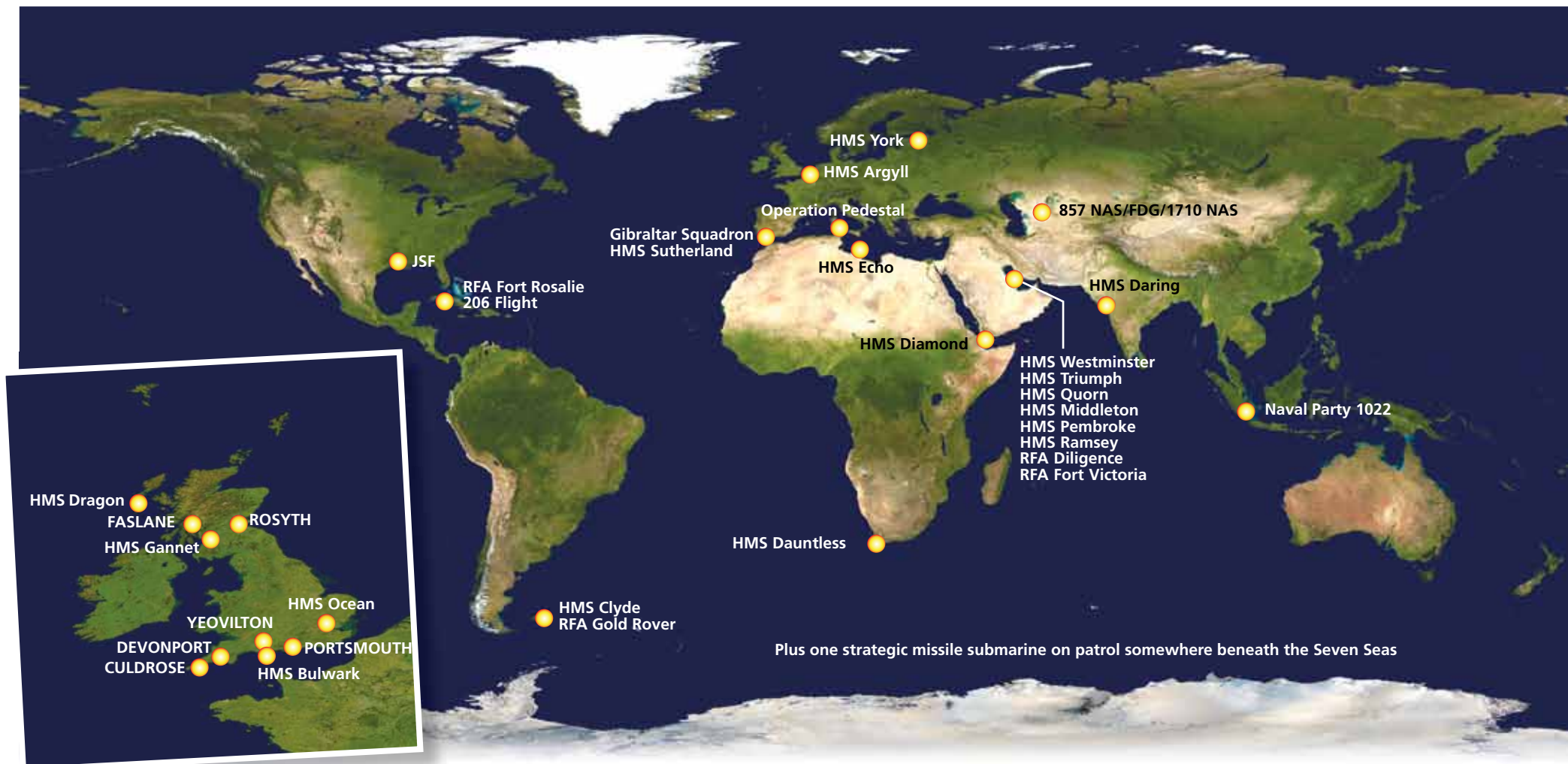
“Bulwark’s task this summer is to support the policing operation in a discreet manner,” explained Capt Burton, who’s likened his ship’s versatility to a Swiss army knife in the past.

“Over the past year our military planning team has established a strong and effective working relationship with Dorset police.”

“The Royal Navy stands ready to support the nation on home water.”

“Together we’ll deliver a safe and secure Games venue in the region – it’s going to be a spectacular showpiece for the country and Bulwark’s particularly looking forward to supporting this unique event.”





THE Olympics rather dominate the media agenda this month.

And whilst they demand heavy Senior Service involvement – **Bulwark, Ocean, RFA Mounts Bay, 814 NAS, 815 NAS, 854 NAS, 539 ASRM** *inter alia*, some 2,600 personnel in all – they're not the only game(s) in town.

Indeed, the past month has seen the RN no less committed around the globe than it was in June. Or May. Or April. It's something which the nation's most senior admiral, First Sea Lord Sir Mark Stanhope, drew attention to in a recent keynote speech (*see opposite*).

Admiral Stanhope also stressed the importance of Naval air power – for which it's been a good month.

There's been the first handover to the UK military of both its next-generation jet (the **F35 Joint Strike Fighter**, *see opposite*) and next-generation helicopter (the **Wildcat**, *see page 8*), while Commando Helicopter Force air and ground crews are grappling with the **Merlin Mk3** as they look ahead to the successor to the venerable Sea Kings (*see page 8*).

Already gone from the inventory of CHF is the 'skidded' Lynx flown by **847 NAS**, formally retired from service (*see page 8*) after putting in a final public appearance at **Yeovilton Air Day** (*see page 23*). The squadron will fly Army wheeled Lynx briefly before converting to Wildcat.

Also in the realm of cutting-edge technology... five of the nation's six Type 45 destroyers have been making their mark nationally and internationally: class-leader **HMS Daring** visited Mumbai for the first time; **Dauntless** has been in Angola; **Diamond** honoured her wartime predecessor off Greece before making her first passage of Suez; **HMS Dragon** fired her Sea Viper missile (successfully) for the first time; and **HMS Defender** made her maiden voyage to Portsmouth (*see pages 6-7*).

From the new to the old and the nation's oldest submarine, **HMS Turbulent**, bowed out in Devonport after just shy of 30 years' proud service (*see page 9*).

Turbs' final major deployment was to the Indian Ocean in support of the crucial struggle against terrorism and other criminal activity on the high seas. We look at the team about to direct that effort, the staff of **Combined Task Force 150** (*see page 10*).

HMS Westminister is currently assigned to that task force although she's about to be relieved by **HMS Sutherland**, which stopped off in Gib on her way to the Middle East (*see page 10*).

HMS Echo has finished her stint east of Suez, finding an underwater mountain 'the size of the Rock of Gibraltar' before discovering a WW2 wreck, probably a Liberty Ship, off Tripoli (*see the centre pages*).

It's been rather colder for Echo's fellow hydrographers aboard **HMS Protector**, now back in Portsmouth after their first visit to Antarctica (*see right*).

Seven decades ago, RN vessels had to make the treacherous journey around the North Cape to reach Mother Russia – and the men who survived the **Arctic Convoys** have campaigned furiously since for a medal. Their case should be urgently reviewed, a senior diplomat has ruled (*see page 23*).

From one of the worst journeys in the world to another; this month marks the 70th anniversary of **Operation Pedestal** to keep Malta alive. The cruiser **HMS Charybdis** was among the huge naval force gathered to try to shepherd more than a dozen merchantmen to the island, including the battered tanker **SS Ohio** (*see pages 12 and 40*).

Deeds past and present were honoured by the UK on the last Saturday in June courtesy of **Armed Forces Day**; the national event was this year hosted by Plymouth (*see pages 14 and 15*).

And returning full circle to the Olympiad, it's not only the 2012 event with which the Senior Service has been heavily involved – previous Games, especially those in London in 1908 and 1948, have had a strong dark blue thread linking the rings. Always ones to gratuitously jump on a bandwagon, we look at those connections (*see page 20*).

PROTECTOR

Picture: LA(Phot) Maxine Davies, FRPU East

Ice to see you again

WELL, we don't really need to tell you which ship features in this article...

LMA Rebecca Williams and LCH Nathan Garrett are ready with the ropes as their ice patrol ship returns home to Portsmouth following her seven-month-long maiden deployment.

Her return was a rather low-key affair – certainly compared with HMS Endurance's homecomings from the frozen continent (big cheering crowds, best bacon butties in the Navy...) courtesy of the crew rotation Protector employs which meant around one third of the ship's company changed on a regular basis.

What it perhaps lacked in razzamataz, it made up for in accomplishment: uncharted waters now mapped, remote scientific bases re-supplied, a couple of rescues.

Although built as an icebreaker, until she was taken on loan by the RN last year, in her civilian career Protector had spent almost all her time in warm waters.

In short, she'd broken no ice.

She has now. Regular *Navy News* readers may well recall how the ship punched through the ice in a race against time to pick up a team of British Antarctic Survey scientists.

Protector put the group safely ashore on the remote James Ross Island but worsening weather meant they had to be rescued four days

later. With a change of wind direction there was a chance ice from the Weddell Sea would be driven towards the island, potentially blocking the ship in.

Commanding Officer Capt Peter Sparkes decided the safest and least risky option would be to sail through the ever-increasing pack ice and send in the ship's work boats and fast rescue craft to retrieve the scientists.

That was among the more dramatic moments during three separate, intensive work periods in the ice.

Protector used her multi-beam echo sounder and deployed her survey motor boat to provide hi-tech hydrographic charting and imagery of the region for the UK Hydrographic Office which provides four out of five of the world's nautical charts – particularly important as the Antarctic is an increasingly popular destination for cruise ships.

Among the sites now more thoroughly recorded are the forbidding waters of Point Wild on the northern coast of Elephant Island, where once Sir Ernest Shackleton and his men took refuge on their dramatic 1914-16 expedition.

The survey ship's sailors were also called upon to deal with a ferocious fire which raged through a Brazilian research base on King George Island in the South Shetland Islands.

They fought for hours to tackle the blaze which claimed the lives of two of the base's personnel.

And in April Protector ventured to her most southerly point of the deployment – the Rothera research base, 800 miles south of Cape Horn. The ship delivered aviation fuel in rolling seas and in temperatures of -15°C.

The ship also brought a little bit of the Antarctic back with her: a chunk of ice supposedly 900,000 years old which, we're told, goes down very nicely with a G&T.

So did Antarctic live up expectations?

"My experience before had been limited to training and David Attenborough," said Capt Sparkes.

"It was breathtakingly beautiful, but could also be very harsh and cruel."

Capt Sparkes continued: "Our return from her inaugural deployment to Antarctica represents a significant achievement for the ship's company."

They've transformed this unique ship into a Royal Navy vessel, deployed her and operated her in the most challenging environment, and recovered her safely to the United Kingdom all within 12 months."

Time alongside in Pompey is limited. After maintenance and training, Protector begins the long journey south again next month for the 2012-13 austral summer.

One in, one out

IN IS HMS Ledbury.

And out is HMS Blyth, Mediterranean-bound to take over from her on NATO duties.

Ledbury spent six months attached to the international coalition's permanent minehunting force whose 2012 duties were focused on the task of clearing the Mediterranean of historic ordnance from two world wars (including a German WW2 mine dispatched off Sardinia) as well as a series of exercises with the other ships assigned to the group.

During the half year she was attached to the NATO force, the Hunt-class ship clocked up 12,000 nautical miles, visiting 18 ports in eight countries including Malta, Croatia, Spain, Portugal and Italy.

"I am very proud of the efforts of my crew who have unrelentingly displayed their professionalism and fortitude from the moment we started preparing for this deployment over a year ago," said Ledbury's CO Lt Cdr Tony Williams.

"The deployment has been challenging but very rewarding and I am particularly proud of my team's efforts in finding and destroying the mine off Sardinia.

"My crew and I would like to thank all those who have supported us during this deployment and we are all very glad to be home with our families after such a long time away."

Something which loved ones and the 40 souls aboard HMS Blyth are still grappling with.

The Sandown-class warship spent the six months that Ledbury was away gearing up for that very mission, which will keep her away from the Clyde until the final days of 2012 (just in time for Christmas).

She too is patrolling the Med, although the second half of 2012 also sees the group making a foray into the Black Sea.

That will allow a very rare chance to work with the Romanian and Bulgarian Navies – as well as the German, Italian, Spanish and Turkish minehunters currently part of the NATO force.

"The Mediterranean provides a testing and different environment to what the ship's company have experienced in Scotland – and that makes it an ideal location for us to develop our capabilities," said Blyth's navigator Lt Hamish Maxwell.

Stick it up yer Junkers

A GERMAN wartime bomb found close to Dover harbour was safely dispatched to eternity by naval divers.

The 250kg Luftwaffe bomb was brought to the surface by a dredger near the port's entrance.

It was taken three miles out to sea off Deal and a four-man bomb disposal team from Portsmouth – led by PO(D) Dave May – lowered the metre-long bomb back to the seabed. They waited for the safest tidal window before carrying out a controlled explosion.

Lt Dan Herridge, in overall charge of the bomb disposal team, said the explosion was carried out at a depth of 15 metres and caused a 50ft-high plume.

"We don't come across this size of bomb that often. This one was in poor condition and we could not tell if the fuses were intact or not, so the safest option was to take it out away from the busy shipping lanes and dispose of it as soon as we could."

The SC250 bomb – containing around 125kg of high-explosive – was typically carried by Junkers 87 dive bombers; the Stukas attacked the port of Dover and shipping passing through the Channel, as well as the radar station to the east of the port during the Battle of Britain.

'A vital part of our national story this century...'

THE first of the Navy's next-generation jump jets – the punch of the UK's two super-carriers now under construction – has been handed over to the MOD.

At a ceremony in Fort Worth, Texas, Defence Secretary Philip Hammond formally accepted the first F35 Joint Strike Fighter – which will be known as the Lightning II in service with the Fleet Air Arm and RAF.

When the production models enter service later this decade – probably based at RAF Marham near King's Lynn in Norfolk – they will be the UK's first 'fifth generation' jet fighter, a two generation leap over the Harriers last flown by naval aviators.

The stealthy Lightning II is capable of reaching more than one and a half times the speed of sound, carrying twice the payload of a Harrier and gives the pilot an unparalleled view of the airspace around him thanks to sensors and cutting-edge technology.

"Jets at sea offer unmatched persistence and can guarantee the delivery of airpower around the globe," said Fleet Commander Admiral Sir George Zambellas, also present at the handover in Texas.

"With the advent of Lightning II, UK defence has its opportunity to maximise the utility of our carriers and this extraordinarily capable aircraft through a range of sea and land basing options. The result will be a strategic capability which will deliver for many decades to come."

Like the Harrier before it, the British variant, the F35B is capable of short take-off and vertical landing. It's been built on a mile-long production line at Lockheed Martin's Fort Worth works.

But around one seventh of Joint Strike Fighter work is carried out in the UK – some 130 British companies contribute to the supply chain. It is worth over £1bn to UK industry each year and will support around 25,000 British jobs over the next quarter of a century.

"This hugely-capable combat aircraft is now officially British and in the hands of our expert pilots," said Mr Hammond.

"We can now proceed confidently to regenerating our carrier strike capability with these cutting edge stealth combat aircraft."

The UK is the first country outside the US to receive an F35 – three have been ordered initially by Whitehall for evaluation and trials – with Mr Hammond announcing that the MOD intended to order a fourth Lightning II aircraft next year.

There's already a Royal Navy team Stateside working on the F35 project, including engineers and technicians at Pax River, the US Navy's test flight school outside Washington DC, where they're learning how to maintain the complex jet.

It's due to begin flight trials off HMS Queen Elizabeth, the largest warship ever to hoist the White Ensign, in 2018.

As the UK got its hands on its first Lightning II, Britain's ranking admiral reaffirmed the importance of the aircraft carrier to the future of the Royal Navy – and the nation's position on the world stage.

Addressing international naval leaders, historians and maritime experts at the Royal United Services Institute in Whitehall, First Sea Lord Admiral Sir Mark Stanhope said air power from the sea would play a crucial role in the 21st Century – just as it did in the 20th.

Admiral Stanhope told delegates at the Future Maritime Operations Conference that world events over the past six decades underlined the importance of the

aircraft carrier.

In only one year between the end of World War 2 until the demise of HMS Ark Royal and her Harrier jump jets in 2010 did Britain not deploy her carrier forces in support of the nation's interests: 1989.

"To put it simply, countries that aspire to strategic international influence have aircraft carriers – and countries that have them, use them," the First Sea Lord said.

"Air power from the sea was an important part of our national story last century – and it will continue to be a vital part of our national story this century."

Queen Elizabeth and her sister Prince of Wales will be at the heart of the Response Force Task Group, the group of warships and supporting auxiliary vessels ready to deploy around the world at short notice should the Government require it.

Admiral Stanhope said the effectiveness of the task group – formed under the 2010 Strategic Defence and Security Review – had been demonstrated off Libya last year.

But away from such high-profile operations as Libya, the admiral once again reinforced just how committed the Royal Navy, Royal Marines, Fleet Air Arm and RFA are on an average day.

The average day the First Sea Lord picked was May 8 when more than 40 ships and submarines – half the entire Fleet – and some 3,500 sailors, aircrew and Royal Marines were either on front-line operations or preparing for them:

- Minehunters in the Gulf exercising with the US, Omani, French and Saudi Arabian forces;
- HMS Daring on her maiden deployment east of Suez;
- RFA Fort Victoria as the command ship for a Thai admiral on counter-piracy operations in the Indian Ocean;
- Fleet Air Arm helicopters over the sands of Afghanistan;
- HMS Westminster patrolling the Indian Ocean for pirates, terrorists and drug smugglers;
- HMS Dauntless on a counter-drugs operation in the Atlantic;
- hunter-killer submarine HMS Talent off South Africa;
- HMS Ocean in London and flagship Bulwark plus RFA Mounts Bay off Weymouth practising their Olympic security roles;
- 45 Commando ready to move at short notice as the UK's lead commando group...
- ...and 40 Commando preparing for their impending deployment to Afghanistan on Herick;
- HMS Protector making her way through the Panama Canal on her way home from her first deployment to Antarctica.

Which is just a small selection of units, ships and squadrons committed that day...

You can read Admiral Stanhope's full speech here: www.royalnavy.mod.uk/About-the-Royal-Navy/Organisation/Senior-Naval-Staff/First-Sea-Lord/Key-Note-Speech-Future-Maritime-Operations-2012

■ Ex-Harrier pilot grapples with the Super Hornet, page 8



● The UK's first F35, BK1, lifts off on a demonstration flight at Lockheed's Fort Worth works on the day of the handover
Picture: Tom Harvey, Lockheed Martin

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● Bird away... HMS Dragon fires her Sea Viper for the first time while (below) Diamond's port Phalanx gun stands guard as the destroyer passes the bayonet-esque memorial marking the Egyptian victory in the Battle of Ismailia in the Yom Kippur War in 1973



● Daring's captain Capt Guy Robinson meets youngsters from grateful Pratiksha Nagar School in Mumbai, where his sailors spent a particularly heart-warming day



Past, present

IT HAS been a month of honouring the past, meeting the challenges of today and looking to the Fleet of tomorrow in the world of the Type 45 destroyers.

Three of the class are now on their maiden deployments (Daring's ends this very month).

No.4, Dragon, is most definitely operational having fired her Sea Viper for the first time.

And No.5, Defender, should be in her new home of Portsmouth by now.

Let us begin with the leader of the class, HMS Daring, the first Type 45 to visit the 'gateway to India'.

D32 spent four days in Mumbai – a visit which was a mixture of flying the flag for the UK, Royal Navy and British industry, and showing what good eggs our sailors and marines are.

The destroyer hosted an evening reception and, as she has been through much of her east of Suez deployment, Daring acted as the 'exhibition hall' for British firms to display their technology and wares to the Indian market – one of the world's fastest growing economies – at a Defence and Security Industry Day.

It's what the sailors did away from their ship, however, which will live long in their memories from their Mumbai stay.

Co-ordinated by the ship's chaplain, the Rev Charles Bruzon, 35 volunteers made their way to Pratiksha Nagar BMC School in the north of the city with the aim of providing much-needed practical assistance.

Tasks included painting classrooms and school railings, and repairing and installing playground equipment.

The latter required the efforts of Daring's carpenter, POMEM(M) Ian Butcher, who worked late into the evening knocking up swings, seesaw seats and other necessary bits and bobs in order to bring dreams to life.

A sports day was also organised for almost 100 of the school's children, ably led by the ship's physical trainer LPT Si Radford, who also managed to procure some replica England football shirts, much to the children's delight. Finally, and to cap a memorable day, a picnic was provided by Chef Stuart Mills.

And if all this effort wasn't enough, virtually the entire ship's company dug deep to generously finance a health programme and the purchase of a much-needed water purifier, ensuring safe and clean drinking water for the whole school.

"Whilst the school undoubtedly benefitted from the sailors' hard graft, all who participated from the ship were enriched in the knowledge that they had improved the lives of others, an experience that will be remembered for a long time to come," said fighter controller Lt Thomas Gell.

The final day of Daring's time in Mumbai saw 30 of the children and their teachers visit the ship – some of the youngsters had never seen the sea, let alone a warship.

That last day alongside also saw an invite extended to the Commanding Officer, Capt Guy Robinson and 30 of his ship's

company for an evening reception aboard their host Indian warship, INS Trishul.

And that was India. Time to begin the long journey home to Portsmouth.

IN THE latest stop on her African Odyssey Type 45 No.2 – better known as HMS Dauntless – paid a high-profile visit to the vibrant, up-and-coming Angolan capital, Luanda.

When Dauntless left Portsmouth back in the spring all the media talk was of Falklands, Falklands, Falklands – this year is the 30th anniversary of the conflict and relations between London and Buenos Aires remain tense.

The reality of Dauntless' Auriga deployment, however, has been Africa, Africa, Africa, edging her way down the west coast of the continent visiting countries well known to Her Majesty's Ships – Sierra Leone, Nigeria, Ghana, South Africa – and ones which rarely see the White Ensign fluttering in their harbours: Senegal, Ivory Coast, and now Angola.

Throughout, Dauntless' mission has been twofold: firstly, and foremost, to promote maritime security, especially in the troubled waters of the Gulf of Guinea, an area which has seen many incidences of criminal activity at sea in recent years.

And, secondly, to fly the flag for the best of Britain, from Dauntless herself to showcasing the nation's industry to cultural ties.

In Luanda, Dauntless did both. The destroyer provided the impressive venue for a security conference held by the globally-respected think-tank Chatham.

"Opportunities like this are few and far between and the ability to get some of the key decision makers and people of influence together to discuss a common problem can never be underestimated," said Dauntless' Commanding Officer Capt Will Warrender.

"I hope in the long run it will be of immense strategic value to the wider region as a whole.

"One of the major reasons for our deployment here has been to promote the awareness of maritime security issues in the region; conferences like this definitely reinforce the points we have been making over our previous visits to ports throughout the Gulf of Guinea and West Africa."

Meanwhile his ship's company hosted numerous tours to meet the high levels of interest being shown in seeing the Royal Navy's mightiest warship (Dauntless' description not ours, which rather lays down the gauntlet to the rest of the 45 flotilla...).

Interaction with their Angolan hosts also extended to the sporting arena, while the sailors and marines were invited to a reception hosted by the Angolan Navy at a restaurant and beach club in the nearby Ilha area of Luanda.

The evening featured traditional African music and dancing as well as a mighty-impressive buffet-style banquet.

"It was a really great night: the band were really good and the food fantastic. I couldn't resist getting up for a dance – it was infectious, I am pretty sure all the guys enjoyed it as well," said LStd Helen Ing,

who attended the reception.

"The Angolan officer cadets were pretty nifty though on the dance floor, but it was a right laugh watching some of our guys trying to do dance offs with them."

MAKING her way through the Med, HMS Diamond linked up with the French FS Forbin – which bears an uncanny resemblance to the 45.

That's because Forbin is the lead ship in France's Horizon class of frigates. Back in the 1990s, France, Italy and Britain worked hand-in-hand to design the next generation of warships.

In the end, the UK went its own way, but the resulting ships of the three navies are the same length and have the same air defence missiles (the 45s are heavier, but they don't have the anti-ship capability that the Horizons enjoy).

What both the Horizons and the 45s do with aplomb is air defence. So time to put them to the test with the most powerful surface ship in Europe as jets from the French flagship FS Charles de Gaulle attacked the destroyer duo.

The exercise reflected what both Diamond and Forbin are primarily designed to deal with if they were escorting a task group of warships: engage multiple aircraft and multiple simulated missile runs.

From air attack present to air attack past and the darkest hour in the long, proud Diamond story.

The 13th ship in the illustrious Diamond lineage – which goes back to the days of the Armada – was lost on April 27 1941 during the evacuation of Greece.

The destroyer had picked up some 600 survivors of the Dutch transporter SS Slamet, while another 100 were rescued by HMS Wryneck.

Just 70 miles from Crete, the two destroyers were sighted by German bombers who subjected them to a ferocious series of attacks. Diamond went down in eight minutes, Wryneck in a quarter of an hour. In all, nearly 1,000 men were lost in the triple tragedy.

It was the long-standing wish of the captain of today's Diamond, Cdr Ian Clarke, for his ship to honour her predecessor.

The ceremony in the Sea of Crete also afforded families of the Slamet's crew their first chance to visit the resting place of their relatives.

"This is very emotional for us because it is the first time any family has come to the places where our relatives died," said Frans Luidinga, the 77-year-old son of the Slamet's captain Tjalling Luidinga.

As well as wreaths several capsules were cast over the side, containing letters and e-mails from family members over recent years.

"It's not something that is easy to put into words, being here," said Kate Saxton, from Oamaru in New Zealand, the granddaughter of a Kiwi surgeon lost in the Slamet.

"It means so much to be able to see the environment they were in and to be able to pay our respects."

Cdr Clarke felt a bounden duty to honour the men of the Gulf of Nauplia disaster.

"I felt, as soon as we knew we were coming close to the site, that it was something we had to do – to pay our respects," he explained.

"I'm so glad we have been able to do this with our Dutch and New Zealand friends on board and I hope it has given them some closure on such a tragedy."

The Dutch aboard certainly appreciated the gesture.

"This is the greatest untold tragedy in Dutch wartime history and we are determined to mark it with respect," said Eduard van Lierde, founder and chairman of the Royal Rotterdam Lloyd Museum Foundation.

"For the descendants of the hundreds of victims this event caused great trauma, partly because there has been no grave and partly because we have found it hard to find each other."

From the solemn waters off Crete to the confines of Suez.

Diamond became only the second Type 45 to pass through the manmade waterway linking the Near and Middle East.

Its narrowness also means that Royal Navy ships and submarines using it are on alert with upper deck guns manned throughout the passage.

Members of the ship's company and her specialist Royal Marines Commando detachment stood guard as the Type 45 destroyer joined a large convoy of merchant vessels on the passage south into the Red Sea.

When Daring passed through the canal six months ago, temperatures were in the teens (Celsius).

Not so for Diamond. Over 35°C. For 161 kilometres (100 miles) – taking 14 hours.

"It was a long day – and a hot one too," said AB Nicholas Eagers, one of the state-of-the-art destroyer's force protection team.

"But we are now through the canal on patrol."

Indeed they are. For once through Suez, D34 relieved D32, exercised briefly with Australian frigate HMAS Melbourne, and joined the Combined Maritime Forces – that partnership of more than two dozen navies committed to keeping the seas clear of all manner of nefarious activity (pirates, smugglers, drug-runners, people traffickers, terrorists) – which will oversee many of her activities for the next four or five months.

"We have a vital role to play in keeping these sea lanes safe for international trade, not just for the UK but for the good of the wider global economy," says Cdr Clarke. "It is a massive and important task."

AS IS the first firing of a Sea Viper missile.

HMS Dragon became the fourth and latest Type 45 destroyer to blast a target out of the Scottish skies with her main armament and prove that she can do exactly what she was built for.

In almost perfect conditions on a rare hazy summer's afternoon off the Outer Hebrides, a Sea Viper missile left the silo on Dragon's forecave, accelerating to three times the speed of sound in little more than the blink of an eye.

And seconds later her target, a Mirach drone – a 13ft remote-controlled jet which flies at speeds of up to 530kts (more than



● Mumbai calling... Daring makes for the 'gateway to India' for the first time

and future

600mph) – disintegrated over the Atlantic.

Splash one bogey.

Five days were allocated to make sure the ship's company and systems were ready to deal with the 'threat' of an incoming missile.

Three days in and all was ready. The call came to authorise a 'hot run' – a real firing exercise, increasing the working tension, as sensors and communications circuits were tested to make sure they were properly functioning.

The missile was coming in towards the vicinity of the ship and the Command order to "take" the target (the executive order to engage with Sea Viper) was made by Dragon's operations officer, Lt Cdr Duncan MacRae RAN.

"I have been involved in a couple of missile shoots but this one was by far and away the most rewarding as I was in the hot seat giving the order to engage," the Australian officer said.

He was only one member of the team that ensured the firing went

as planned.

Lt Cdr Kevin Miller, Dragon's weapon engineering officer, said: "The engineering behind the scenes to ensure that the missile accurately reaches the target and destroys it is immense."

The head of the team responsible for looking after Sea Viper aboard Dragon, CPO Ian Dryburgh, added: "I am over the moon that it all went according to plan. I had no doubts that it would all go well and the kit performed admirably throughout."

"Now all we've got to do is scrub off the marks made by the efflux on the top of the missile silo."

NO NEED to spruce up HMS Defender. She's brand, spanking new. And now she too should be flying the Royal Navy's standard.

Defender departed BAE's yard at Scotstoun in late July, escorted part of the way down the Clyde by her affiliate, the world's

last passenger paddle steamer Waverley (which was also present at her launch on Trafalgar Day in 2009).

The Type 45 was due to enter Portsmouth for the first time on the very day we rolled off the presses... and once securely alongside, the White Ensign was scheduled to take the place of the Blue as Defender was formally handed over.

Certainly her first Commanding Officer Cdr Phil Nash believes D36 is ready for all the challenges ahead.

"Defender is a magnificent ship – a credit to BAE Systems and the British shipbuilding industry," he said. "Sailing into Portsmouth for the first time is a very proud moment for me and my ship's company."

And what of the final Type 45 in the programme, HMS Duncan? Well, she'll put to sea this month for her first period of trials. She's on track to be handed over to the RN next year.



● Steam before electric... Paddle-steamer Waverley leads HMS Defender down the Clyde as the destroyer heads for Portsmouth for the first time while (above) Kate Saxton casts a wreath into the Sea off Crete from the flight deck of HMS Diamond as the destroyer pays tribute to her WW2 predecessor



Alfie-Joe

Alfie-Joe, who suffers from a rare congenital disorder, is able to enjoy playtime with his brother and sisters thanks to the specially-adapted three-wheel bike bought by SSAFA Forces Help.

Alfie-Joe's family is just one of many military families we support every year.

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Looks like a Lynx but isn't

DEFENCE Secretary Philip Hammond saw the future of naval aviation when he unveiled the first of a new fleet of Wildcat helicopters – and confirmed a £250m support package.

The first of 62 Wildcats – set to replace the trusty Lynx serving with three Fleet Air Arm squadrons at RNAS Yeovilton – was officially handed over to the Armed Forces at the Farnborough International Airshow by manufacturer AgustaWestland.

Of those 62 helicopters, the Army will fly 34 while the Navy is receiving 28 maritime attack versions – and all will be based at Yeovilton.

The Army received the first Wildcat, ready for front-line duties from 2014, while 700W Naval Air Squadron – the Fleet Air Arm's dedicated unit for introducing the Wildcat into service – gets its hands on the new helicopter later this year; it will deploy with 815 NAS from 2015.

Mr Hammond said: "Wildcat represents a considerable advance over the current Lynx helicopters, bringing greatly improved performance and capability. The contract to provide training and support will keep them flying wherever they are needed"

That contract sees a £250m deal with AgustaWestland to provide a specialist training centre at Yeovilton, including flight simulators and a wide range of other equipment to train pilots, ground crew and engineers.

There is already a small cadre of trained Wildcat crews, among them flying instructor Major Paul Nolan RM who's been working with the Army team at Yeovilton.

"Our job, having been trained by the AgustaWestland pilots, is to then deliver that training to the pilots ready for when the Wildcats come into service," he said.

"In terms of a new digital platform this is a leap forward in capability. It looks like a Lynx so everyone assumes it's a Lynx but the improvements have made it a much more stable helicopter.

"The Army and Navy variants are extremely similar but have been slightly adapted in terms of the job we are deployed to do. The nose wheels are different as the Navy lands on ships while moving at sea whereas the Army are on heavy terrain.

"The Navy has a radar to prosecute targets at sea whereas the Army Wildcat has a system to link it with other aircraft such as an Apache.

"Both will have a general purpose and heavy machine gun but the Navy will also have a missile which is currently being looked into. It is a very exciting and interesting time to be working in Naval aviation."

Most recently, the trial variants of Wildcat have been working with HMS Lancaster off the South Coast (pictured below).

It's only the second time Wildcat has gone to sea with a Royal Navy warship; earlier this year extensive trials were carried out around the UK with Lancaster's younger sister HMS Iron Duke.

The helicopter's time on and off the Red Rose frigate's flight deck wasn't solely for the benefit of her ship's company, however.

A delegation from South Korea paid an eight-day visit to the UK as its Navy looks to buy a new helicopter to fly from FFX-class frigates which are due in service from 2013.

"The Republic of Korean Navy already operate Lynx aircraft and therefore the conversion to Wildcat will be relatively easy," explained AgustaWestland's Sean McElliott.



Picture: LA(Phot) Abbie Herron, RNAS Yeovilton



Skids leave their mark

STANDING proudly by the tail of one of his Lynx helicopters, Lt Col Nicholas Venn RM, Commanding Officer of 847 Naval Air Squadron, marks the passing of an era.

This is the very last 'Royal Marines' liveried Lynx Mk7 battlefield helicopter – easily distinguishable from their maritime Mk 8 counterparts courtesy of their grey-green battlefield camouflage and skids instead of wheels as landing gear – to fly with 847 Naval Air Squadron.

The Yeovilton-based squadron, one of four in the Commando Helicopter Force which serve as the 'wings' of the Navy's elite infantry, is switching to the Lynx Mk9A ahead of the squadron's

return to Afghanistan.

And when their tour of duty in Helmand is complete, 847 will return to Somerset and become the first squadron in the Armed Forces to convert to the Army version of the Wildcat (see left).

So this was an occasion 847's Commanding Officer did not want to go unnoticed.

"Throughout the squadron's history is an unflinching desire to support the commandos' main effort, whether at sea or on land, and in a wide variety of aircraft types," said Lt Col Venn.

"And the future appears bright for the squadron with the arrival of the Mk9A, followed by the Wildcat."

Uniquely for a naval air squadron, 847 have traditionally flown helicopters with 'Royal Marines' painted on the tail whereas the other Commando Helicopter Force squadrons (845, 846 and 848) fly Sea King marked with 'Royal Navy'.

This tradition traces its roots back to the late 1960s with 3 Commando Brigade Air Squadron Royal Marines, flying Sioux, Scout, Gazelle and, most recently Lynx.

The latter were introduced after the Falklands and, armed with TOW missiles proved particularly effective in destroying Saddam Hussein's armour around Basra in 2003.

In 2005, 847 NAS switched to

its current role: reconnaissance, light utility and battlefield intelligence.

It's these latter duties 847 will perform once more in the skies of Helmand and, whilst mourning the passing of the venerable Mk7 'RM' – for the historical record, the last Mk7 to fly with the squadron was ZD282 – the squadron is getting its hands on a superior aircraft.

Thanks to its more powerful engines, the Mk9A is much better suited to the 'hot and high' operations in Afghanistan.

Wheels instead of skids place less stress on the undercarriage – which means the helicopter can carry a heavier payload – as it can carry out a conventional 'running' take off or landing.

A buzz from a Hornet

DEFINITELY a 'me shot' for the photo album.

Former Harrier pilot Lt Cdr James Blackmore savours the moment as he prepares for a two-hour flight in the US Navy's No.1 strike aircraft: an F18 Super Hornet.

The officer was catapulted aloft over the Arabian Sea – then safely recovered a couple of hours later back on the deck of the mighty USS Abraham Lincoln.

Lt Cdr Blackmore spent 48 hours with a US Navy squadron aboard the flattop during a period of fairly intense flying operations for the carrier – typically in excess of 30 launches a day – for an insight into large-scale strike carrier operations, which the RN will be returning to in five or so years' time.

The Lincoln – currently flying missions in support of Enduring Freedom, codename for the US mission in Afghanistan, as well as wider maritime security duties – is home to Carrier Air Wing Two.

That air wing – a 'tailored air group' in Royal Navy parlance – comprises a mix of helicopters, early warning AWACs aircraft, Prowler electronic warfare jets, and general duty propeller-driven delivery planes, plus the F18s.

The Super Hornets are the mainstay of combat operations, flying both strike missions when called upon, as well as combat air patrols – the aerial shield for the Lincoln, and a duty performed by carrier pilots going back to World War 2.

Lt Cdr Blackmore clambered into an F18 for one such 'CAP' mission – and was treated not merely to the patrol, but also the art of air-to-air

refuelling as other F18s were topped up mid-flight.

With the Naval Strike Wing, the jump jet pilot flew 48 night combat missions over Afghanistan – and has spent time in the past on four US carriers, but had never experienced the force of being catapulted off a carrier deck, or the arrestor wires bringing the Super Hornet to a near-immediate halt on its return; Harriers only required a short run up the ski ramp on British carriers, and landed vertically – not since the passing of Ark Royal IV in the late 1970s have Fleet Air Arm pilots experienced 'cats and traps'.

"It was a privilege to fly with our American colleagues and understand how current operations are proceeding," he said.

"As we look towards the regeneration of carrier-borne, multi-role maritime fixed wing aviation within the Fleet Air Arm, this relationship has never been more important and I look forward to retaining these close ties over the coming years as the Royal Navy's aviators continue to work with the US Navy to help train our new cadre of strike pilots."

Lt Cdr Blackmore is currently embarked in HMS Daring to gain experience on the bridge. The new initiative is aimed at giving Navy aviators time at sea gaining a broad range of skills away from the cockpit – a bigger picture of the RN which is designed to generate suitably-qualified and experienced personnel required to operate the Joint Strike Fighter from the deck of HMS Queen Elizabeth and HMS Prince of Wales.

As for Daring, she's completed her maritime security mission in the Middle East and is due back in Portsmouth this month.

CHF's spell with Merlin

MORE than 40 aircrew and engineers are laying the foundations for the future of the Commando Helicopter Force by getting to grips with its new aircraft – helped by the RAF.

In under four years, the Merlin will replace the Sea King as mainstay of the force.

Since February Fleet Air Arm engineers – followed in April by six pilots and six aircrewmembers – have been at Benson in Oxfordshire, the RAF's home of the Merlin, to learn how to fly, fight and maintain the helicopter.

The Navy has been flying Merlins since the late 1990s, but it's a different model from that which will enter service with CHF in 2016.

The commando fliers, based at Yeovilton, will get their hands on the Mk4, an improved version of the Mk3 currently flown by two RAF squadrons, 28 and 78.

The Merlin Mk3 can carry two dozen troops with kit, or in a 'flying ambulance' role, 16 casualties on stretchers. It can also lift artillery, Land Rovers, or five tonnes of equipment slung beneath it if required.

The RAF has more than a decade's experience of operating their Merlins over Bosnia, Iraq and, most recently, in support of the international mission in Afghanistan – experience they are now passing on to their Senior Service comrades.

All the RN personnel at Benson have years of experience to their names. The maintainers are a mix of long-standing Sea King and Merlin engineers and technicians, while the aircrews are experienced aviators with significant 'Jungly' credentials; all the pilots are Qualified Helicopter Instructors and five of the crewmen are Qualified Aircrewmembers Instructors.

CHF CO Capt Matt Briers saw the progress they're making on a visit to Benson.

"I am absolutely delighted that the transition has got off to such an excellent start; the RN contingent have been warmly welcomed by their RAF counterparts and have already started to make a notable contribution to the engineering effort," he said.

"The professionalism and drive of our people to get involved in all aspects of the RAF Merlin Force has made an excellent impression across both front-line squadrons at RAF Benson."



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Fax: 023 9267 7574

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And thus the Turbulent age ends

STANDING at ease on the tarmac of Benbow car park in Her Majesty's Naval Base Devonport, this is the very last time the ship's company of HMS Turbulent will form up in the boat's 29-year service.

For this muster of submariners – plus their affiliated Sea and Royal Marines Cadets – marked the formal end of the hunter-killer's active life, six months shy of three decades' service.

Guests included the submarine's sponsor Lady Cassidi, 12 previous commanding officers and family and friends of the submarine over the years.

Lady Cassidi paid tribute to the submarine, her crew and the families who supported the vessel when at sea. The submarine's bell was rung for the last time, the decommissioning pennant lowered on board, a religious service staged and the band of HM Royal Marines from Commando Training Centre, Lympstone, played – all blessed with sunshine.

Among the former commanding officers was Capt Tim Lightoller – grandson of 2/O Charles Lightoller on the Titanic and most senior officer to survive the liner's sinking. He was the boat's first captain back in 1982, when she was launched in Barrow.

"I must admit to being emotional at seeing the end of HMS Turbulent's service today. I am surprised at how emotional it is. It is a day of mixed emotions for me – a sad day to say farewell to a very happy boat, but there is much to remember of a fantastic life of operational service," he said.

"I was in charge of the boat for its first three years' of life, was at the launch with Lady Cassidi and got it through trials and testing and into operational service. It was then the Cold War and our prime role was monitoring Soviet submarine operations and working under the ice in the North Atlantic."

One of Capt Lightoller's crew was former CPO Tony Chamberlain from

Looe, now working for Duchy College after 30 years in the RN.

"HMS Turbulent has always been a happy boat and this is obvious today, mixing with old shipmates at this event," said Tony.

"A highlight was meeting a US boat the submarine Sea Devil at the North Pole on Independence Day and being escorted by her and having her captain on board. We worked a lot under the ice in northern waters collecting intelligence in the Cold War and testing systems in Norwegian waters. It is great being at this event and catching up with old colleagues."

From the beginning of Turbulent's career to her final years, notably a marathon east of Suez deployment in 2011 when she spent 268 days away from home, most of them east of Suez. The boat also provided Tomahawk cruise missile coverage in support of operations in Libya – although she was not called upon to strike, unlike her sister Triumph.

Cdr Ryan Ramsey, who captained the

submarine on that deployment and now teaches new submarine commanding officers, said: "This was a chance to celebrate 29½ years of maintaining service and operations for our country. I came to say goodbye to some amazing people."

"It is a great occasion to celebrate the success of the submarine and to see my former ship's company who I led on so many operations – we formed a strong bond which remains. It was also very rewarding to see how my former team has moved on and developed and been promoted in some cases."

He continued "I am always amazed by the quality of my ship's people when I was serving on submarines and their unfailing ability to deliver security and operations to the UK."

"This was an exceptionally emotional time – to see the end of a submarine which has been so much part of my life and my family's life for several years."

His successor, Cdr Nicholas Wheeler, is Turbulent's final commanding officer.

"The decommissioning event provides a memorable opportunity to officially decommission Turbulent from her fleet life," he said.

"It was an opportunity for me to offer my and the Royal Navy's gratitude for the hard work the men of Turbulent have provided me and my predecessors over recent years. It is an honour to have Lady Cassidi attend the event as ship's sponsor after many years of unfaltering support."

It will be around 18 months before the very last crew member leaves the boat as the process of removing equipment and making all systems safe is completed.

The submarine will eventually go into 3 Basin awaiting dismantling – a process which is the subject of a public consultation by the MOD.

There she'll join the boat which gave the Trafalgar-class its name; she paid off at the end of 2009. There remain five T-boats on active service, with the youngest, HMS Triumph, due to conduct patrols until 2022.

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Ape japes and some gunnery funnery

ONE of Gibraltar's legendary barbary apes stands watch over HMS Sutherland berthed in the historic naval base – just as his colony stands watch over the Rock. Gib was the first overseas port of call for the Fighting Clan as she headed for the waters east of Suez and a counter-terrorism/counter-piracy patrol which will keep her away from Devonport until Christmas. It's a souped-up Sutherland which is east-of-Suez-bound to relieve her sister HMS Westminster (*see right for more details*).



In the period between the end of her 2011 deployment and this year's tour of duty, Sutherland has received the latest version of the Seawolf missile system – effectively doubling the range of her defences should she come under air attack – and her ship's company plus Merlin Flight from 829 NAS have undergone comprehensive training ready for their new mission. It was the gunners who flexed their muscles first on the ranges off the Rock, aided by Army experts, from the Miniguns and GPMGs, to the 30mm (set to automatic) and main 4.5in gun. The 30mm gun can belch up to 200 rounds a minute; a shell leaves the muzzle travelling at around 3,500 feet per second – 2,386mph/3,840kmh, or three times the speed of sound. Which means it reaches its maximum range three miles from the Type 23 in under five seconds. So not much chance of dodging it if you're a bad guy in the way... The shoot was part of a series of Naval Gunfire Support exercises with 148 Battery Royal Artillery, the specialist observers who help direct the guns of the Fleet in time of conflict – as they did with Sutherland off Libya 12 months ago. The exercise allowed the 200-strong ship's company to build on the two intensive spells of training they completed off the South Coast under the wings of the Flag Officer Sea Training organisation during the past six months. Once alongside in Gib itself, the ship's company posed in the Mediterranean sunshine for a photograph in the shadow of the famous Tower, the headquarters of British forces based in the overseas territory. Those who fancied a more physical taste of the Rock volunteered for the Rock Race – run from the ship to the top of the Rock (2.7 miles, climb 1,300 feet, avoid the apes). One member of Sutherland's Royal Marines detachment decided it would be a challenge to complete the race running backwards (he reached the top in under one hour), while a couple of shipmates lugged a heavy bag all the way to the top. To give military and civilian staff at Commander British Forces Headquarters an insight into life aboard a cutting-edge Type 23 frigate, Sutherland offered the opportunity for them to join the ship at sea. Over two days 15 staff – plus journalists from the *Gibraltar Chronicle* and Your Gibraltar TV – 'lived and breathed the ship'... and thoroughly enjoyed the experience.



● Westminster's two sea boats, carrying Royal Marines and the ship's own boarding team, head out to intercept a suspicious dhow
Pictures: ET(WE) Katie Shaw

Bobbies with a big beat

ARCHING across the Indian Ocean, a series of plots marks each possible position over the coming seven days.

Off the Horn of Africa today. Tomorrow the Yemeni island of Socotra. The Gulf of Oman in five days' time.

But this is not, in true BBC weather Carol Kirkwood-style, the path of a cyclone.

It is a suspected terrorist moving across the Indian Ocean – and plotting its potential route will be key to an impressive international effort aimed at strangling such activity.

In a few weeks' time that effort – under the banner of Combined Task Force 150 – will be directed by a 23-strong Royal Navy team, currently in the final throes of training on Whale Island.

For while pirate busting grabs most of the headlines – courtesy of some eye-catching images of skiffs going up in flames – the equally important task of stopping the terrorist scourge continues, largely below the radar.

The mission goes back to the immediate aftermath of the September 11 attacks in 2001 when world leaders realised not only that terrorism was a scourge, but that the Seven Seas could be a highway for terrorists – and those who support them.

Eleven years down the line and the fight against that scourge continues – not perhaps enjoying the public profile of the counter-piracy campaign, but scoring noteworthy successes nevertheless (such as £14m of pure heroin seized by HMS Westminster back in April).

The movements of Westminster – and her sister HMS Sutherland relieving her around the time *Navy News* hits the streets – are often dictated by the small team based in Bahrain.

The kingdom is home to the headquarters of the 26 nations committed to the Combined Maritime Forces – the over-arching organisation which oversees the day-to-day business of three task forces east of Suez:

- Combined Task Force 150 – maritime security in the Indian Ocean
- Combined Task Force 151 – counter-piracy in the Indian Ocean
- Combined Task Force 152 – maritime security in the Gulf

We call them task forces – but if you're picturing a cluster of ships, forget it. They're individual vessels spread across a large area working to a common aim: finding that needle, or needles, in the proverbial haystack.

And it's a big haystack. Two and a half million square miles of ocean.

With very few 'pitchforks'. Typically half a dozen. And a couple of flies buzzing aboard (maritime patrol aircraft).

"It's been likened to trying to cover an area the size of Western Europe with five police cars travelling at 30mph," says Lt Mark Toogood.

The sheer scale of the area means at a cruising speed of, say, 14kts, it would take five days to sail from the Strait of Hormuz to Seychelles, or from the Bab-al-Mandeb to Mumbai.

"You have to think ahead. You have to focus on what you might be able to do in a day or two days' time," explains Cdre Bob Tarrant, former captain of HMS Talent and Endurance and soon-to-be commanding officer of CTF 150.

Which is why the probable route of a simulated 'contact of interest' is marked on the chart for the next seven or so days, just like predicting the path of a storm.

That's if the terrorists are determined to be predictable.

Invariably, they're not.

Which makes them very different beasts from the pirates, the other long-standing scourge in these troubled waters.

"Pirates are driven by money. Terrorists are driven by ideology," the commodore explains.

Pirates are generally overt – pirate action



● The haul of pure heroin seized by HMS Westminster in the Indian Ocean earlier this year – proof that terrorists continue to use what the media dubs 'the Hashish Highway'

groups (a dhow and a few skiffs) are fairly distinctive, as is the piratical paraphernalia aboard (guns, rocket-propelled grenades, ladders and the like).

Terrorists are doing their utmost to blend in. They don't want to be found. They want to merge with all the other vessels in the Indian Ocean.

Which means that a terrorist dhow looks pretty much the same as a fishing dhow or a cargo dhow, making intelligence the key to catching them.

What intelligence can't do, though, is stop them. For that you need boots on the ground. Or ships on the ocean.

Ideally, there should be a warship close to the two choke points – Bab-al-Mandeb (shortened to simply BAM in the world of military acronyms) and Strait of Hormuz (SOH – and, just for good measure there's also GOO, the Gulf Of Oman).

And it's not merely a case of moving these battleship grey chess pieces around to be in the right place at the right time, but choreographing everything else – timing rendezvous with tankers and auxiliaries (if warships in the region are few, supply ships are fewer...) – patrol aircraft, liaison with local authorities.

Now throw regional politics into the mix. And the weather (the monsoon season runs from June to September).

"This is one of the most complex mental challenges for any Navy – you are dealing with: different nations, different political organisations, world issues, the weather," explains the commodore.

His team – a mix of the Maritime Battle Staff and sailors and marines drawn from across the Service – has spent the past three months preparing for the deployment to Bahrain.

Aside from honing the skills of those directing operations, there's a lot of admin to clear up from medical jabs, fitness tests, courses, dunker training (some of the team will be doing a lot of flying among the ships) cultural briefings and personal security – indeed, as Wtr Maxine Cooper concedes, "it's actually busier now sorting everyone out, but there's nothing coming up that I can't handle."

Like Royal Marines deploying *en masse* to Afghanistan, the staff go through a mission rehearsal exercise – a final test to determine that they're ready for the impending challenge.

Unlike the Royal Marines there's no armour, gunships and things going bang. It's all played out in a (rather drab) Whale Island office block with possible incidents superimposed on real world events.

Alternatively, they can cause everyday problems – computers failing, radios packing up, or both courtesy of a power cut.

"You can be up and running again in 15 minutes – there's always a way of communicating if it comes to it," says CPO Stephen Canney.

Having been an operations room manager on HMS Richmond, this new job – like most of the staff, he's volunteered for this draft – is (a) completely different and (b) "an absolute privilege."

He adds: "Here everyone is involved from an able seaman up to commodore, a real team effort, and you get an insight into high-level planning."

His enthusiasm is shared by Lt Melissa Dawson, a reservist officer who's charged with the task of 'influence' – working with foreign navies and nations.

"It's a fascinating job and a fascinating area," she says. "There's nothing as dramatic as counter-piracy – no boat blowing up at the end. But you know that you've achieved something – as do the other nations involved."

There is a lot for the officer and her colleagues to monitor.

There are the after-effects of the Arab Spring. There's tension along the Kenyan-Somali border. There's the prospect of two million people descending on Mecca at the end of October for the annual Hajj pilgrimage. And many more.

"Being able to understand different navies and nations is the ultimate goal," Lt Dawson explains. "We go there as outsiders. This is their part of the world – they know their realm much better than we do."

One thing the RN is very good at is boarding. No major warship deploying east of Suez sails without a finely-tuned team of Royal Marines, sailors and ship's flight ready to inspect and board from a benign 'reassurance visit' to a terrorist take-down.

It's a job Capt Dan Eaton RM knows well having served in task forces 150 and 151 as well as taking part in RFA Fort Victoria's counter-piracy sweep.

"There are times on a boarding operation when you're waiting for hours on end for permission. Now I'll see what goes on at the higher levels where the decisions are made," he explains.

He's been assigned to CTF 150 to help develop the capacity building of navies and coastguards around the Indian Ocean 'rim'. Whenever a ship visits one of the many nations, training exercises are planned side-by-side with local forces. It's down to the commando officer to organise such training, as well as offer whatever practical advice he can on the complex mission as he's been "at the business end".

He continues: "The biggest challenge is the size of the area of operations and the sheer number of dhows – you need specific intelligence to sort the wheat from the chaff."

Which brings us full circle.

"There is still a real threat from terrorism – and terrorists still continue to use the sea lanes," says Cdre Tarrant.

"They will move people and arms – and what makes them money.

"It's our job either to intercept them – or to provide that deterrent to stop them sailing in the first place.

"This part of the world has been crucial to the UK for the past 30 or 40 years and as far as we can tell, will be for the next half century. So we're in this for the long haul."

NAVY NEWS

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Ready for one last battle

IS THERE anyone who doesn't love the sight of the Navy's greatest aircraft taking to the skies?

Well, apart from the Germans.
And the Italians.

Not too high above the sodden – and in many cases flooded – pastures and fields of Somerset, this is Swordfish LS326, the jewel of the vintage aircraft belonging to the Royal Navy Historic Flight.

This beautiful photograph – by *LA(Phot) Abbie Herron of Yeovilton's photographic section* – was part of a series taken in the run-up to next year's major Battle of the Atlantic commemorations.

All three Services are focusing on one key event to mark as part of 70th anniversary commemorations of World War 2. The RAF marked the Battle of Britain back in 2010; later this year the Army will be paying tribute to Monty and his Eighth Army at Alamein.

And for the RN, the focus is on the Battle of the Atlantic – securing the nation's seaborne lifelines and defeating the U-boats.

That battle – described by Churchill as “the dominating factor all through the war” – reached its climax in the spring of 1943.

In May 1943, the Allied powers sank 43 German submarines – 34 of them in the Atlantic – which wiped out a quarter of the enemy's front-line strength.

On May 24, the German Navy's commander Karl Dönitz recalled his boats. He sent them back to sea later in the year and submarines continued to attack Britain's supply lines until May 1945, but never again did they pose the threat that they had earlier in the war.

Liverpool – home in the war to Western Approaches, from where the struggle against the U-boat was directed – will be the focal point of 70th anniversary commemorations over the weekend of May 24-27 2013, including a service of thanksgiving.

And as part of those events, the BBC is already gathering material for a documentary on the battle – not least footage of a Swordfish in flight, hence this particular run out for the venerable biplane.

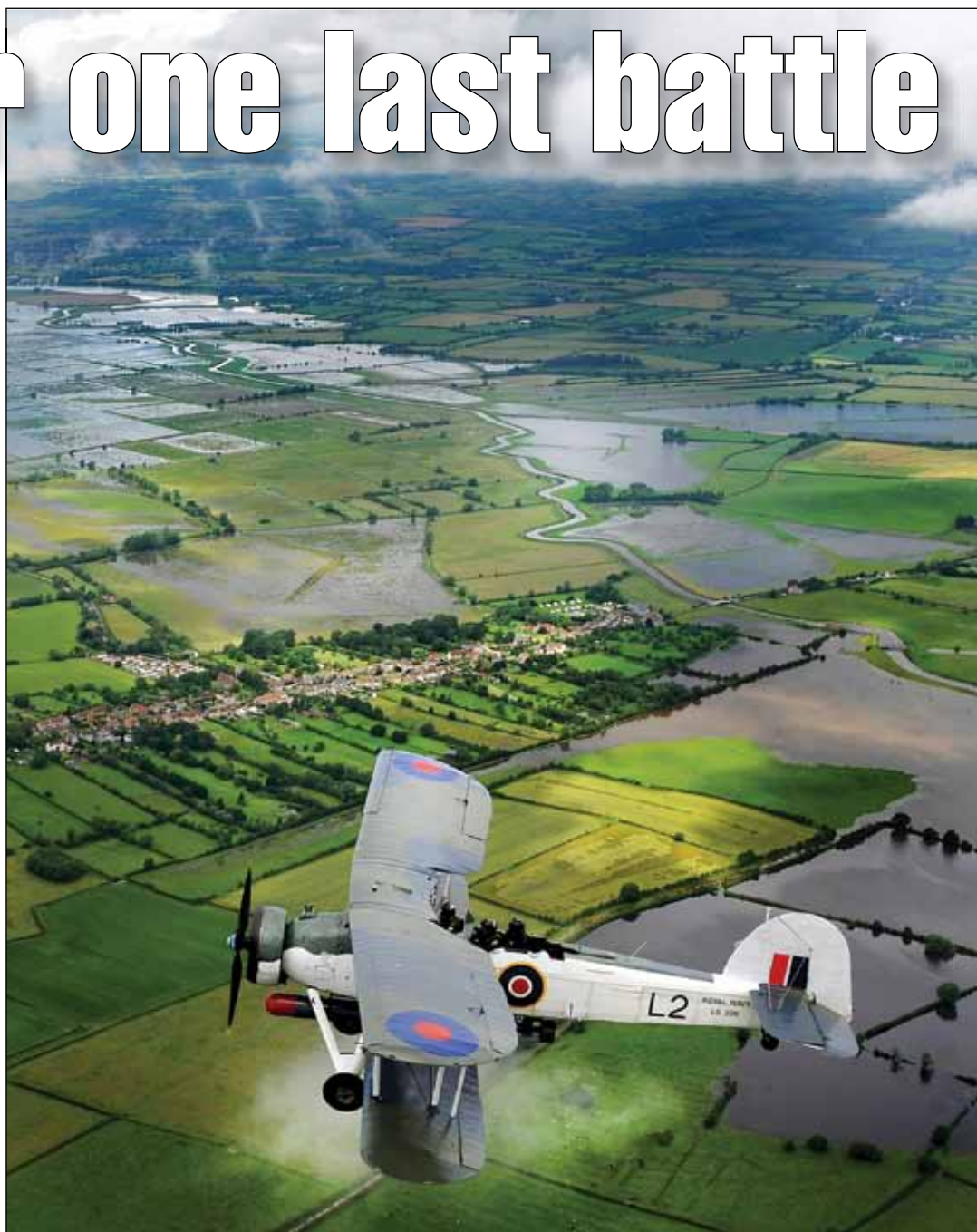
LS326 is a veteran of the titanic Atlantic struggle. Built in 1943 she served with 836 Naval Air Squadron, flying off the 'merchant aircraft carrier' Rapana – a former oil tanker converted into a makeshift carrier protecting convoys on the North Atlantic run.

After serving in a training role, this Swordfish became a display aircraft and also appeared in the film *Sink the Bismarck!*

She's been part of the Historic Flight for more than half a century and is currently painted in her Battle of the Atlantic livery.

LS326 has already appeared at air shows at Duxford and Yeovilton, and took part in a Falklands 30th anniversary flypast honouring fallen Fleet Air Arm crews – although her starring role in the Diamond Jubilee flypast down the Thames was thwarted (as it was for other Naval aircraft) by the British summer, which was particularly frustrating after Herculean efforts to maintain her.

Weather and serviceability allowing, the Swordfish is due at Eastbourne air show and Wings and Wheels in Dunsfold, Surrey, this month. Full details can be found at the Historic Flight's website: www.royalnavyhistoricflight.org.uk/display/



Umbrellas at the ready to see Argyll

IF YOU think we've had a rubbish summer in the UK (and the flooded fields, left, are pretty good evidence)...

...take some consolation that it's been rubbish on the other side of the Channel too – as HMS Argyll found when she flew the flag for Britain at Belgium's Navy Days.

Fresh from leading an Armed Forces Day sail past in Plymouth Sound, the Devonport-based frigate made for Zeebrugge, joining ships from the host nation plus visiting vessels from USA, Russia, Latvia, Germany, and Netherlands.

The ship treated thousands of members of the public – armed with ubiquitous brollies – to a number of displays around the upper deck which demonstrated the full capability and wide range of roles that Argyll could fulfil as she stands ready for any eventuality.

The ship's company also tested their rowing ability in a race against the other nations' teams coming a creditable third position out of the eight teams.

“The public visited the ship in their thousands and have been highly impressed by what they have seen,” said Argyll's CO Cdr Tim Neild.

“The weekend was a resounding success for all concerned, it is great to stand shoulder to shoulder with our naval partners and my team showed the true Argyll spirit and competitive edge that is so vital in all that we do.”

Having recently completed a busy period at sea undergoing trials and tests, Argyll is now preparing for an intensive period of training in the autumn under the guidance of Flag Officer Sea Training and his staff before deploying in 2013.

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In the maelstrom of war

IN THE trademark 'dazzle paint' of the age, light cruiser HMS Charybdis scythes through – for her – relatively calm seas.

In this 70th anniversary month of the most famous convoy to sustain Malta, Pedestal, our focus falls upon one of the lesser-known warships in that battered force.

Charybdis and the 15 other ships in the Dido class were designed as all-purpose shields for carriers and battleships – able to fend off light enemy surface ships as well as enemy aircraft.

In the case of Charybdis, her active career was brief – not two years between commissioning and her loss – and she was rarely out of the line of fire.

Indeed, of the six ships to bear the name of the mythical whirlpool only this one earned battle honours, first in the Med, then in the Atlantic.

And one word, one place looms large in the first six months of the cruiser's front-line service: Malta.

In April 1942 (Operation Calendar), May (Operations Bowery and LB), June

(Style, Salient, Harpoon), July (Pinpoint and Insect), Charybdis was part of the escorting forces shepherding what today we call the 'high-value asset' to the island: typically a carrier, delivering much-needed fighters to fend off the Axis aerial onslaught.

On Pedestal, however, the carriers provided the air cover, the 'high value assets' were the 14 merchantmen mustered to deliver vital supplies to Malta.

Having seen carrier Eagle torpedoed on Tuesday August 11, Charybdis' ordeal by fire began around 9am the following day.

For the next ten hours, she and the rest of the Pedestal force were subjected to a succession of attacks by conventional bombers, torpedo bombers, dive bombers and submarines, in seemingly endless waves.

When carrier Indomitable was hit, it was the cruiser which closed in to provide flak cover.

The Thursday was rather calmer – just an E-boat scare in the small hours and aircraft sighted in the morning.

Friday 14 was a day of unrelenting terror. Two E-boat attacks in half an hour. Come the morning, the first Ju88 bombers appeared. Despite the strain of several days of battle, the 400-plus souls aboard Charybdis – and HMS Kenya – remained both alert and utterly determined.

One German bomber pilot complained that the two cruisers threw "an outrageous barrage of fire" at the attacking aircraft. "These chaps are unbelievably agile, so we only scored near misses."

The bombers attacked at 7.45. And at 9.45. 10am. 10.30. 11.38. 11.45. 11.57. 12.11. At 1.03 the enemy planes dropped mines ahead of Charybdis, causing her to manoeuvre sharply. Another attack at 1.15, lasting 15 minutes – the final aerial onslaught of the day on the cruiser.

That was her Pedestal. By early evening on the fifteenth she was back in Gibraltar – but for just ten hours. Before dawn on August 16 she was back to Malta once more, escorting carrier Furious delivering aircraft to the embattled island.

It is not for Pedestal that history remembers Charybdis, however, but for events closer to home.

With destroyer HMS Limbourne as her escort, in October 1943 Charybdis was sent across the Channel to disrupt German coastal convoys moving between Brittany and Normandy.

And it was off the Breton coast that the two ships were intercepted by German E-boats, whose torpedoes sank both RN vessels with the loss of 500 lives.

Within a few days the bodies of 21 Royal Navy sailors and Royal Marines were washed up and the Germans decided to bury the men with full military honours.

They did, however, forbid locals attending the ceremony – but in a mass act of defiance some 5,000 Guernsey folk defied orders and showed their respect for the men who had died and to show their loyalty to Britain.

And they do so to this day. Islanders pay tribute at Foulon Cemetery in St Peter Port to the dead – and wherever possible a Royal Navy vessel is present in Guernsey – each memorial weekend.



Malta Convoys.....	1942
North Africa.....	1942
Salerno.....	1943
Atlantic.....	1943
English Channel.....	1943
Biscay.....	1943

Class: Dido-class light cruiser
Pennant number: 88
Builder: Cammell Laird, Birkenhead
Laid down: November 9, 1939
Launched: September 17, 1940
Commissioned: December 3, 1941
Displacement: 6,850 tons
Length: 512ft (156m)
Beam: 50ft 6in (15.4m)
Draught: 14ft (4.3m)
Speed: 32kts
Complement: 480
Propulsion: Parsons geared turbines driving four shafts, generating 62,000shp
Armament (1943 configuration): 8 x 4.5in dual guns; 10 x 20mm guns; 6 x 20mm twin guns; 2 x 21in torpedo tubes
Armour: Belt 3in; magazines 2in; deck 1in; bulkheads 1in

Battle Honours

Facts and figures



PHOTOGRAPHIC MEMORIES

A COLUMN of fire and smoke rises into the Mediterranean sky as the Italian submarine Axum torpedoes the tanker SS Ohio – the ship synonymous with the defining battle of the naval war in the Middle Sea.

Our naval flashback courtesy of the Imperial War Museum's photographic archives this month takes us to August 12 1942 and the first – and only – voyage to Malta made by the Ohio, one of 14 merchant ships in the Pedestal convoy.

In her two-year active career to date, the 9,000-tonne tanker had avoided the global conflagration, ferrying her black gold on behalf of the Texas Oil Company (today Texaco).

But in May 1942, as her sister SS Kentucky was crippled on the Malta run, the call came to press Ohio too into service to keep the island alive.

Over three weeks spanning the end of June and beginning of July that year, Ohio underwent a hurried conversion on the Clyde to fit 5in, Bofors and Oerlikon guns to fend off attack.

Her crew swelled to 77 courtesy of the arrival of two dozen Army and Navy gunners. The Stars and Stripes were lowered, the Red Ensign raised in its place and with 11,500 tonnes of kerosene and diesel aboard, the Ohio left Scotland for Gibraltar with the other war and merchant ships assigned to Operation Pedestal.

The force reached the Rock on August 10 and so began a 1,150-mile run through the gauntlet of everything the Axis powers could muster.

Berlin and Rome had vacillated over invading Malta, deciding instead to pound

the island into submission. By the end of April 1942, when the large-scale raids ended, they were convinced Malta had been "completely eliminated as a naval and air base".

But by August, with Rommel's armies deep inside Egypt, the supply lines from Italy to North Africa were looking increasingly at risk from British forces and Malta was under siege again.

By the third day of Pedestal's ordeal, August 12, carrier HMS Eagle had already been sunk, lost to U73. On the twelfth, air attacks were massed against the convoy – more than 120 Italian and German planes in the first two waves.

Amid the chaos of ships taking evasive action, the Axum seized its chance and torpedoed the Ohio.

The blast blew a hole 24 feet wide in the tanker's port side, buckled and ripped her upper deck, knocked out her steering gear, blew a hole in the starboard side – and meant Ohio was the focus of the attention for the rest of Pedestal.

A series of near-misses from dive-bombers added to the damage and when gunners celebrated knocking a Ju87 – the vaunted Stuka – out of the sky, the stricken aircraft struck the tanker. More near misses. The Ohio was shaken out of the water as sticks of bombs straddled her. Then direct hits. Fires. Flood. In the end, first the engines, then the crew gave up.

HMS Penn took the Ohio under tow. When the bombers returned, the tow parted leaving the tanker at the mercy of the Luftwaffe who broke the back of Ohio as night fell on the thirteenth.

The next day efforts to tow her resumed

– and succeeded, at a painstakingly-slow five or six knots. There was now a cluster of ships around the Ohio – towing, protecting, supporting, acting as her rudder. Yet more German attacks inflicted additional damage before the threat began to recede as the battered flotilla came within range of Spitfires based on Malta.

If the account sounds breathless, it is. And stirring.

By the time Ohio arrived in Grand Harbour under tow with HMS Penn and Ledbury lashed to her, the Mediterranean was washing over her deck. Maltese lined the sandy walls and bastions dominating the port, cheering as a band played *Rule Britannia*.

The fuel Ohio carried was pumped out of her; with her tanks exhausted, she settled on the bottom of the harbour.

The fuel she delivered fed the Spitfires and submarines based in Malta – and they in turn helped to strangle Rommel's supply lines. He never got to Cairo or Suez. In October he was driven back from Alamein, a retreat which didn't stop until the Allied powers were masters of the North African shore.

Ohio was never repaired. After being used for storage and even as a temporary barracks, she was taken out to sea in 1946 and used for gunnery practice.

■ THIS photograph (HU 47560) – and 9,999,999 others from a century of war and peace – can be viewed or purchased at www.iwmcollections.org.uk, by emailing photos@iwm.org.uk, or by phoning 0207 416 5333.





Baltic ruckus with FRUKUS

MOVING slowly through a sun-filtered seascape, HMS York proves her skills in a four-nation exercise.

The Portsmouth-based Type 42 destroyer (second from left in the main picture), took part in ship boarding and submarine hunting drills during the annual FRUKUS (France-Russia-UK-US) exercise, hosted this year by the Russian Federation Navy between the ports of Baltiysk and St Petersburg.

Last year York dashed to deliver medical supplies to Libya and visited British territories in the South Atlantic, but this year many of her ship's company were visiting Russia for the first time.

York was working with the French frigate FS De Grasse (far right, above), the Russian frigate RFN Yaroslav Mudray (left) and American cruiser USS Normandy.

They put to sea from Baltiysk, part of the 'closed' (diplomatically restricted) Russian district of Kaliningrad, heading into strong winds until they reached the calm exercise area in the Baltic Sea.

Previously the four ships had competed against each other at various sports, with York winning a tug-of-war and swimming and coming second in football.

Over the next four days, while a chef and warfare officer swapped between De Grasse and York, the group went through watch

manoeuvres, repelling fast-attack craft, air defence, man overboard drills and close and medium-range gunnery exercises, including an assault on 'killer tomato' bright red floating targets.



The serials were all completed to everyone's satisfaction, but York was given the chance to also fire her main 4.5in gun against a towed target.

Chef James Wright, who spent four days on board De Grasse, said: "It was a privilege to be asked to spend time working on board De Grasse."

"They only had bread and fruit for breakfast, which I think would cause a revolt in a Royal Navy warship, and cooking frogs' legs in garlic was a first for me."

"I thoroughly enjoyed the experience."

The group then moved on to St Petersburg, where personnel went to a wreath-laying ceremony at the Piskaryovshoye Memorial Cemetery, which contains the graves of half a million military and civilian personnel, most of whom were victims of the 900-day wartime siege of Leningrad.

Members of York's ship's company also conducted charity work at a local orphanage, laying on a children's party on board and opening the upper deck to more than 4,000 visitors over two days.

The visit ended with an official reception on board on behalf of the Consul General, Gareth Ward,

and among the local and overseas civilian and military guests was the Lord Mayor of London.

Cdr Rex Cox, CO of York, said: "FRUKUS 2012 has been an excellent opportunity to interact with the Russian Federation Navy, both at sea and alongside in Baltiysk and the stunning and hospitable city of St Petersburg."

"My ship's company have put in a cracking effort into strengthening the relationship between our two navies and have been excellent ambassadors for the Royal Navy and the United Kingdom; I am extremely proud of them."

The diplomatic effort continued unabated at Tallinn, the veteran destroyer's next port-of-call.

York's crew had to be quick to prepare the Type 42 for a last-minute visit by Estonia's Prime Minister Andrus Ansip.

On the first evening alongside, under a torrential downpour, York hosted an ambassadorial reception for 120 guests representing ten different nationalities, including Chinese and Russian.

The next day saw several British sailors, led by Cdr Cox, lay a wreath at the Kaitseväe Kalmistu Defence Forces Cemetery.

Estonian personnel share their final resting place with 15 British victims of World War 1; 11 of them were sailors, one from the former HMS Dragon.

Members of York's crew played rugby, football and golf against local opposition.

Following an official lunch held on board for British Ambassador



● Naval officers, including Cdr Rex Cox, Commanding Officer of HMS York (far right), lay wreaths at a memorial in St Petersburg to those who died in World War 2

Picture: LA(Phot) Dave Jenkins

Chris Holtby, Defence Attaché Col Ian Watts and Commander Ivo Vark, the Head of the Estonian Navy, York prepared for the visit by Mr Ansip.

After inspecting the guard of honour, Mr Ansip was taken on a short tour of the ship and conducted discussions with Cdr

Cox and Mr Holtby where he reiterated Estonia's commitment to NATO and the strength of the UK-Estonian relationship.

Cdr Rex Cox said: "It has been a pleasure to bring HMS York to Tallinn."

"The visit has been a huge success and allowed us to

significantly further our relationship with the Estonian Navy."

"The Estonians have been fantastic hosts and my Ship's Company have enjoyed the visit immensely."

York returned to Portsmouth last month.



● From left, HMS York, RFN Yaroslav Mudray and FS De Grasse in line astern during the four-day FRUKUS exercise in the Baltic

Picture: US Navy

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A day to rem



● The Red Arrows streak through the sky over Plymouth on Armed Forces Day; (below left) one of Dartmouth's picket boats takes part in the sail-past in Plymouth Sound; (below right) a blind veteran is given a helping hand during the parade in Plymouth; (bottom left) RFA Mounts Bay off Plymouth Hoe; (bottom right) field gunners go through their paces on Plymouth Hoe



CITIES, towns and villages across the country united in a visible show of support for the Armed Forces.

Thousands turned out to salute sailors, soldiers and aviators at the national Armed Forces Day event in Plymouth, with thousands more getting involved in their own communities in the weeks before and after the main event.

The Earl of Wessex, representing the Queen, took the salute as a parade of more than 1,200 Service personnel, veterans and cadets marched through the city streets and on to Plymouth Hoe, watched by Prime Minister David Cameron and First Sea Lord Admiral Sir Mark Stanhope.

A drumhead service followed the parade, and the Lord Mayor of Plymouth signed an Armed Forces Community Covenant for the city, with Service representatives adding their mark.

The ceremonial part of the day ended with a flypast by a Hawker Sea Fury of the RN Historic Flight.

The Naval Service contribution saw frigate HMS Argyll undertaking a steam-past in Plymouth Sound and firing a 21-gun salute.

Two picket boats from Britannia Royal Naval College (BRNC) were part of the sail-past, under the command of Lt Sam Stephens, BRNC's Navigation Training Officer, and S/Lt Tom Sleight, a trainee Warfare Officer.

The boats were crewed by Officer Cadets from BRNC's Lancaster Division, who are in the second phase of initial naval training.

Also off the Hoe was the auxiliary landing ship (dock) RFA Mounts Bay, carrying local schoolchildren and their families, as members of 29 Commando Regiment Royal Artillery fired a gun salute on behalf of Plymouth from the Royal Citadel.

The RAF provided Typhoons and a display by the Red Arrows.

Admiral Sir Mark Stanhope said: "I'm delighted to be taking part in the national celebrations in Plymouth for Armed Forces Day, and showing my support alongside the many thousands gathered here for our Servicemen and women."

"People across the country from all ages and backgrounds have a deep respect and appreciation for the Armed Forces, and Armed Forces Day is an excellent opportunity for us all to let our men and women realise how much they are appreciated."

Plymouth is the fourth city to host the National Event, following Chatham Historic Dockyard in 2009, Cardiff in 2010 and Edinburgh last year, and an announcement on the host city for 2013 is expected shortly.

More than 200 other events were scheduled across the UK and beyond as part of Armed Forces Day, many featuring traditional parades, while others included sporting events or musical performances, embracing veterans, serving personnel and

the uniformed cadet organisations.

Earlier in the day the Olympic Torch relay also contributed to the Armed Forces theme, with VC holder Cpl Johnson Beharry taking part as the procession passed through the National Memorial Arboretum in Staffordshire.

Cpl Beharry carried the torch to the top of the Armed Forces Memorial, which commemorates members of the Forces who have lost their lives on duty since 1948.

Among the other communities celebrating AFD was Carrickfergus in Northern Ireland, where the ancient castle formed a spectacular and suitable military setting for the parade and displays, which included an appearance by patrol boat HMS Charger and a Search and Rescue Sea King helicopter from HMS Gannet in Scotland.

Some 30 sailors from HMS Duncan took part in the Armed Forces Day event in Dundee, travelling from Glasgow – where the ship is in build – to join the military parade on Tayside.

Ship's staff, with support from HMS Scotia's Tayside Division, also provided a stall in the static display on the edge of City Square.

This was the first opportunity the people of Dundee had had to see 'their' ship's company – the city is one of Duncan's two affiliations, the other being Belfast.

Events did not have to be on a large scale to make their point – CPO Chris Eade, of the Diversity Awareness Team in London, took advantage of a careers event involving the Reach Society at HMS President to celebrate AFD 2012, bringing together members of all three Services as well as two students from Welbeck Defence Sixth Form College.

The National Museum of the Royal Navy in Portsmouth Historic Dockyard turned the clock back 70 years to celebrate 1940s style, with a street party from that decade staged in the Victory Arena featuring wartime-style food such as eggless fruitcake and mock crab sandwiches.

● Opposite page, clockwise from top: HMS Argyll fires her salute in Plymouth Sound; a Sea King from HMS Gannet at Carrickfergus; Prime Minister David Cameron talks to the Royal Marines in Plymouth; a Sea King from 771 NAS in a demonstration off the Hoe; the Red Arrows in action; veterans and cadets parade in Carrickfergus; the Naval Service, not surprisingly, featured heavily in AFD in Plymouth

Picture: LA(Phot) Joel Rouse



Picture: Pete Gowring MOD



ember

Picture: LA(Phot) Joel Rouse



Picture: Cpl Ben Tritta RAF



Picture: Cpl G Moreno RLC



Picture: LA(Phot) Joel Rouse



Picture: Cpl G Moreno RLC



Picture: Cpl Ben Tritta RAF



Typhoon goes down a storm

NOTHING was quite as it seemed on the misty hillsides of mid-Wales, writes Mike Gray from the MOD's Sennybridge Training Area.

Groups of khaki-clad people were not quite Servicemen and women, but neither were they simply university undergraduates.

Military scenarios did not require military solutions.

There was talk of hyenas, insurgents, dangerous prototype bombs and global war as sheep grazed peacefully and swallows flitted overhead.

A 70km circuit mysteriously stretched to 90km or more.

And a minor foot injury could sideline one person, but stepping on three landmines in quick succession might not halt progress.

Welcome to Exercise Typhoon Revival, the culmination of years of education with a military thread running through it.

The exercise required students to apply brainpower, engineering nous and sheer brawn to a dozen scenarios, from building a chariot to debating defence issues.

The engineering was relatively straightforward, as the exercise was part of the Defence Technical Officer and Engineer Entry Scheme (DTOEES), which recruits and supports young adults taking academic science and engineering degree courses.

The full DTOEES experience sees students – up to 165 each year – join Welbeck Defence Sixth Form College before going on to a partner university as part of the Defence Technical Undergraduate Scheme (DTUS), with undergraduates picking up a £4,000 annual bursary plus up to 40 days training pay.

DTUS students are grouped geographically into four squadrons.

Two more years training within the military (or Civil Service – several on the course will become MOD scientists in the Defence Engineering and Science Group) means seven years from flash to bang, in the words of Wg Cdr Jeremy Johnson, the officer in charge of Typhoon Revival.

'Bursars' are formally selected for the course on academic and military criteria, and are not part of the University RN Unit system or the Army and RAF equivalents.

Those seek to give undergraduates a taste of Service life in the hope of promoting a better understanding of a particular Service, while DTUS aims to recruit and retain top-quality technical officers.

DTOEES was created when the defence training review of 2001 identified a need for high-calibre technical staff officers, which the

normal selection process could not address in sufficient numbers.

With the scheme starting in 2005, the first candidates are emerging from the training pipeline, and the standard is encouraging – the top cadet at Sandhurst this year came through the initiative.

As Wg Cdr Johnson said: "We are preparing these bursars for Initial Officer Training in their parent Services, and this is the capstone exercise – the last before their feet hit the ground."

"This exercise is not pass or fail, it is a waymark to see how they are doing – there should be no huge shocks for any of them."

He said the key elements of the exercise included fieldcraft, navigation, leadership and endurance, encouraging bursars to push themselves.

In practice it meant the chance to spend sleepless nights traipsing across 30,000 acres of Wales, with more than 100 bursars teamed up across university and Service lines, ensuring new links are forged beyond their familiar circle of acquaintances.

The 70km route ends up nearer 90km when map-reading errors and detours round rough terrain are taken into account – such hitches become more likely towards the end of the 96-hour exercise, which operates 24 hours a day for both bursars and directing staff.

Cadets from the USAF Academy in Colorado Springs also joined in.

The first stand visited, more than 24 hours into the exercise, was relatively benign – a planning exercise with a scenario that involved a safari, an injured guide and a band of armed thugs, and a number of objectives including evacuating the injured man and alerting the local police force.

In a gloomy tent in a copse the group, led by Mid Sam Fayers of Trojan Squadron, assessed the risk of hyenas and the chances of reaching a ferry before dark.

There were no right or wrong answers, but their logic and reasoning was tested by directing staff, who point out pitfalls and suggest better alternatives.

Sam was waiting on the results for his mechanical engineering degree at Northumbria University, after which he was due to head on exchange to the US Naval Academy in Annapolis before joining Dartmouth next month.

"We had a nice start and a five-hour break, but since yesterday morning we have managed about three hours' kip," said Sam.

His section had to handle a real-life problem, when one of their number walked into a door frame in a smoke-filled room at one stand; delayed concussion took him out of the equation but the section carried on regardless.



● An unsuspecting stretcher party sets off a tripwire flare during Exercise Typhoon Revival near Sennybridge in Wales
Pictures: Steve Dock (Soldier Magazine)

"I am enjoying this, believe it or not, even when we got caught out earlier, when it was sunny and the weather suddenly changed and we got drenched."

Army cadet OC Sean Maloney had been texted by his mother the previous day to let him know he had earned a First in computer science from Newcastle.

"I celebrated by walking round in the rain," he said ruefully.

Sections must arrive at a stand on time, have a strict time limit to complete their task, and are then given their next location and arrival time.

They travel with 20kg or so of supplies and equipment, and there is a complex arrangement of ration resupply around the circuit.

Sections must also find and report codes at waypoints to the exercise command centre at Dixie's Corner, allowing organisers to plot their progress and ensure they have not strayed into the adjacent live firing areas.

And staff at each stand ensure bursars are eating and drinking properly, as well as checking their feet – an early intervention might mean a brief departure from their comrades for a bursar, but with Initial Officer Training just weeks away they do not want to take any risks.

Our second scenario put bursars in a forward operating base which needed a safe, free-standing gym, using standard military kit including poles, rope and planks.

The gym must include four elements such as a bench-press and seated rower, with bonus points for extra features.

The section we watched was going for safety, with belt-and-braces ropework to secure the base, but were on course to deliver.

Imaginative solutions tended to stick in the mind of directing staff – one team the previous evening had produced a stylish L-shaped frame, while another had added a punchbag for an easy bonus.

Mid Mark Rogers, said: "It has gone really well so far. We have not had much sleep, but the weather has been nice."

"And section morale is good – no one has gone down with blisters or sores, and a healthy section tends to be a happy section."

"We are always checking on each other – and we always have a brew on."

The electronic engineering student from Loughborough University, who starts at Dartmouth next month, is also pleased to be working in a quad-Service environment.

"It is good to get some exposure to the Army guys," he said.

"They think they are good at this, so it is good to show them that the RN guys are just as good."

The final stand we saw did not go quite so smoothly.

The section which trudged up the hill was already several members short through minor injuries, and at his briefing the section leader did not think to sketch a map of minefields and safe paths which he and his colleagues would have to negotiate through a thicket.

He was warned of terrorist activity, of improvised explosive devices, of the need to react to a sudden incident and was given the task of recovering a prototype of a dangerous new type of mine.

He had barely begun to pass on the message to his team when an explosion shattered the peace and smoke belched from beneath a nearby van.

The section coped well with the initial crisis, finding three casualties, but they then placed one on a stretcher and marched into the trees.

A tripwire ignited a flare – "You have set off a mine and your leg has been blown off!" a member of staff announced.

The stretcher bearer was duly placed on the stretcher, another bursar stepped in and they marched on – setting off a second mine.

"You have lost your leg..." yelled the same member of staff, but on reflection, with the section down to three fit members with five casualties to handle, his damaged limbs were restored to health and they were allowed to continue.

Lesson harshly learned, they groped their way to a clearing, marking mines with special tags (although when they ran out they used piles of twigs – not the most convincing of alternatives on a

forest floor covered with little piles of twigs...)

A gas attack ensued, so gas masks were swiftly distributed – so swiftly one bursar was almost clouted in the face by flying kit.

As they set off again the section leader stepped on another mine and disappeared in a cloud of dipotassium phosphate powder. We withdrew to spare blushes...

"They are not having a good time, but we are looking at leadership here, not mine-clearance skills or first aid," said Wg Cdr Johnson.

"That comes later in their single-Service training as officers."

One person who understood what they were going through was Capt Michael Page RN, head of DTOEES.

Although he joined under a different scheme back in 1977, in broad terms his experience as a University Cadet Entrant was much the same.

"I have got a certain amount of sympathy – I know where they are coming from," he said.

"It gives you an empathy or an area of common ground, which is useful – you can put yourself in their position."

"I think this is a brilliant exercise. It's the culmination of five years for those who joined through Welbeck College."

"It brings together a lot of what they have learned though the intention is not to give them specific military skills – that comes through Initial Officer Training with their parent services."

"It teaches them leadership, to be calm under pressure, and those sorts of skills are going to be of great benefit no matter which

Service they go into, and in the case of DES students, for those who are going to be working alongside them.

"The other thing is that being thrown together for maybe three to five years, there will be some really strong friendships built up here."

"With the Facebook generation, there's a greater chance of staying in touch, and in future that will form the basis of a network for solving problems."

Capt Page added that so long as DTOEES students achieved the academic standard, they had a guaranteed career in the Forces, as they had already passed the selection process – which gave them more time for academic studies in their final year, when their fellow students were trying to secure their future career paths.

"And there is such enthusiasm which comes through," continued Capt Page.

"The students out there have had two nights with virtually no sleep, and they will make some mistakes, but they are still quite sparky."

"There is great team support – it's very uplifting to see that."

"There is bags of enthusiasm and they are eager to learn. I think that's one of the things that struck me very early on – the enthusiasm."

That enthusiasm is evident in one of the bursars unable to take part – Mid Ryan Forse injured an ankle skiing at Easter and was forced to watch his colleagues.

"It's still useful – you get a good look at what is expected in terms of leadership and working with a team, the kind of thing I will have to do in Initial Officer Training," he said.



● A blood-soaked 'casualty' on Exercise Typhoon Revival demonstrates a dipotassium phosphate canister, which simulates a landmine



● Bursars attempt to create a gym from poles, ropes and planks



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Key roles for Sherwood contingent

SEVEN reservists from HMS Sherwood had significant roles in the Queen's Diamond Jubilee Thames River pageant.

When the Royal party disembarked the Royal Barge at HMS President, the RNR unit near Tower Bridge, they were met by a Guard of Honour and Colours Party made up of Reservist officers and ratings.

PO Rob Howe was the Senior Rate of the Piping Party, while Lt Rennie Higson RNR was given the role of Colour Party Lieutenant.

Colour Party WO Sean Jones had the job of protecting the Colours, parading with sword drawn, while PO Cathy Gibbons and AB Sarah Newby were more conventionally armed as members of the Royal Guard of Honour.

LS Lorraine Richardson and AB Rebecca Hancock were both members of the Quarterdeck Lining Party.

POs Howe and Gibbons, LS Richardson and ABs Newby and Hancock also represented the Maritime Reserve at the Armed Forces Parade and Muster at Windsor Castle.

Four rewarded

FOUR Reservists from HMS Dalriada in Greenock have been recognised for their outstanding service.

Lt Cdr Lesley Stephen RNR, PO Billy Somerville, LS Kenny Woods and LS Paul Ellis each received Certificates of Meritorious Service at a ceremony at Paisley Town Hall.

Between them the four Reservists have served around the world, from the United States and Canada to the Gulf.

Reserve Forces set for major expansion

DEFENCE Secretary Philip Hammond has announced a new strategy on Reserve Forces that will see the Maritime Reserve grow by over 50 per cent by 2018.

In a written ministerial statement, Mr Hammond said the Government accepted the broad thrust of six recommendations made in the review of the UK's Reserve Forces by an independent commission.

An additional £1.8bn is being invested in the Reserve Forces over the next ten years to stabilise the current situation and grow its capability as recommended by the commission.

The Maritime Reserve strength stood at 1,900 trained to Phase 1 level in October 2010, just before the Strategic Defence and Security Review (SDSR).

That figure will rise to 3,100 trained Reservists by 2018, and the new force will deliver a greater range and depth of skills.

Key areas of growth will be in the exploitation of existing niche capabilities such as medical, communications, intelligence and support to the Fleet Air Arm.

The Territorial Army will expand from 20,000 to 30,000, and the Royal Auxiliary Air Force from 1,011 to 1,800.

Reservists will be expected to commit to specific amounts of training time, although for Maritime Reserves routine

mobilisation is expected to remain at similar levels to those currently experienced.

Mr Hammond said that delivering this step-change in the size and role of the Reserves will also require a change in the relationship between defence, the employer and the reservist: "Many employers already give excellent support to reservists, for which we, and the nation, are grateful," said Mr Hammond.

"But we need a new framework of partnership, with public and private sector employers, that gives us the confidence that trained reservist manpower will be available when it is really needed."

A consultation paper is expected to be published in the autumn setting out detailed proposals, and after consultation the MOD will be able to make decisions early next year on terms and conditions of service, employer engagement, the Government's own commitments as an employer, and on any legislation necessary to underpin and support the initiative.

The Acting Commander of the Maritime Reserve Forces, Capt Gareth Derrick, said: "This programme presents a tremendous opportunity for the Maritime Reserve and the Naval Service as a whole.

"The reserves will grow in size, with better training facilities around the UK, and their operational role will be further integrated with the Royal Navy

and Royal Marines.

"Service with the Maritime Reserve gives individuals from all walks of life a chance to work alongside regular officers, sailors and marines on operations worldwide.

"I know our reserve units

throughout the UK are ready to welcome new applicants to this exciting and professionally-rewarding part-time career."

For information on how to join the Maritime Reserve Forces call 08456 075555 or visit www.royalnavy.mod.uk/

Community pledge signed

THE Leader of Hillingdon Council, Cllr Ray Puddifoot, invited local Service personnel from the Royal Navy, Army and RAF to mark the start of Armed Forces Week by officially signing the Hillingdon Armed Forces Community Covenant.

The pledge strengthens the links between the Forces and civilian communities in Hillingdon, and was witnessed by reservists from HMS Wildfire in Northwood – Lt Cdr Tim Williams RNR, who works in Uxbridge, and LS Natalie Morgan, who works for Hillingdon Council, and was also responsible for raising the flag for the borough to mark the start of the week.



Exbury pilgrimage for HMS King Alfred

RESERVISTS from HMS King Alfred travelled to Exbury House in the New Forest to commemorate the wartime exploits of their RNR predecessors.

This year marks the 70th anniversary of the requisitioning of Exbury House by the Admiralty, and the reservists, along with King Alfred's CO Cdr Kevin Robertson RNR, attended the occasion, combining the event with the Exbury Veteran's Association annual D-Day commemoration.

A service of remembrance was also held at Beaulieu Abbey led by Naval Chaplain the Revd Mike Wagstaff from HMS Collingwood.

Following the service a wreath was laid at the Anchor Memorial in Exbury Gardens, coupled with

a tree-planting ceremony by Cdr Robertson and the Exbury veterans to mark the event.

The event was attended by five former COs of King Alfred, including Cdre Steve Thorne RNR and Capt Nigel Bassett RNR, and members of the 4th New Forest North (Eling) Sea Scouts also mustered (pictured above).

King Alfred was briefly located at Exbury House when it moved from Hove at the end of World War 2, though it was known as HMS Mastodon for most of the war, responsible for the administration of victualling, arming and training of crews for the landing craft that were used on D-Day.

The house also spent a short time as HMS Hawke.

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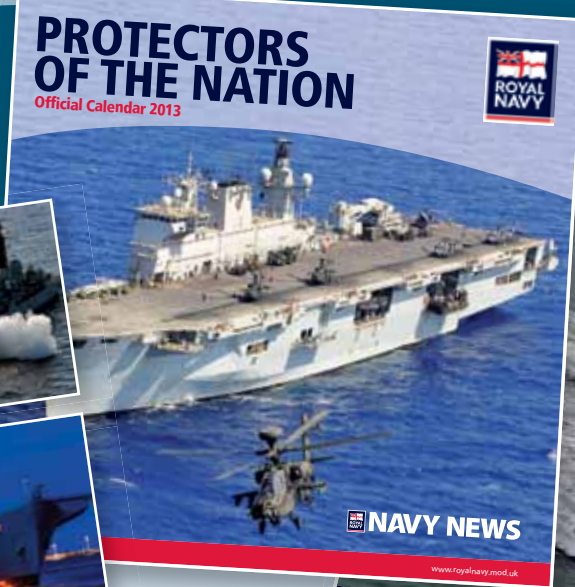
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A uniformly different day

RESERVISTS across the country left their normal work clothes in the wardrobe and headed in wearing their Service uniforms as part of Uniform to Work Day.

The day is a chance to demonstrate the huge contribution citizens, from gardeners to bankers, can make to the Armed Forces.

Many of those taking part were amongst the 1,900-plus Reservists from all three Services who have volunteered for positions at the Olympic Games, and 250 of them had begun their training by Uniform to Work Day.

And many of those wearing their uniforms will have deployed on at least one tour of duty.

Defence Secretary Philip



● Cabinet Office press officer Lt Jeremy Oliver RNR in Downing Street



● From left: AB Harnish Patel, SAC Naomi Watholet, WO1 Alan Poole and Lt Simon Dady RNR board a bus off Whitehall

Picture: Harland Quarrington

Hammond said: "Reservists are a vital part of our Armed Forces – some 700 of them are currently deployed in Afghanistan."

"Both Uniform to Work Day and the London 2012 Games highlight their importance, not only providing valuable support on frontline operations but in wider society too."

"The London 2012 Games will see the biggest single peace-time deployment of the Reserves."

AB Harnish Patel is a chartered surveyor and has been a Reservist for two years. He has been mobilised to serve during the Olympics.

AB Patel said: "I am very lucky to have been picked to represent the Royal Naval Reserve on behalf of many of my fellow Reservists who are deployed in Afghanistan and around the world."

"I am sure they will be pleased to know that the Naval Reserves will be playing their part in the huge spectacle of the Games."

Senior officers from all three Services met Reservists to support the big day – in the Royal Navy's case First Sea Lord Admiral Sir Mark Stanhope met Lt Cdr Michael Colyer RNR, a chartered accountant, in Whitby.

"The event helps show that the Royal Naval Reserve is good for us as individuals, as well as for our employers and communities," said Cdr Eugene Morgan RNR, CO of HMS President in London.

"Reserve personnel gain leadership skills and specialist expertise that serve them well in their civilian jobs."



● PO David Briddock wears his Naval uniform for his round as a postman in Newton Abbot

Picture: Mark Passmore/APEX

Amongst those from President taking part in Uniform to Work Day were:

■ LS Alecia Barlow – on exchange from the Royal Canadian Naval Reserve and a secondary school science teacher at the Magna Carta School in Staines;

■ Lt Catherine Fearon RNR, Strategy and Risk Manager at Anglian Water, who also commanded President's platoon at the Medway Armed Forces Day Parade in Rochester;

■ S/Lt Tamar Howard-Pearce RNR, President's Boats Officer and a civil servant at the Department of Transport;

■ Acting S/Lt Fai Lee RNR, who works at the British Society for Rheumatology in London;

■ Lt Jeremy Oliver RNR, who works in Whitehall as a Cabinet Office press officer: "About this time last year I was in the helicopter carrier HMS Ocean off the coast of Libya, and now I'm working in the Cabinet Office," Jeremy said.

"Joining the Royal Navy as a Reservist is undoubtedly the best decision I've ever made as it gives me the best of both worlds."

■ Lt Tony Scott RNR, Global Enterprise Architect at engineering consultancy Arup in London, which boasts at least ten UK Reservists on its books, three from HMS President alone;



● AB Zoë Townsley at her workplace, the Foreign and Commonwealth Office in London

■ Lt James Seton RNR, a project manager at defence supplier Thales in Crawley;

■ Officer Cadet Jane Snoswell, a housewife and self-employed technical hand embroiderer, who attracted much interest by wearing her uniform on the school run;

■ AB Julian Strong, Manager of the Leader's Office, London Borough of Havering, Romford.

■ AB Zoë Townsley, a civil servant at the Foreign and Commonwealth Office in Whitehall;

■ Officer Cadet Debbie Willis, Government Relations Manager at Hewlett Packard in London.

Reservists outside the M25 were making just as much of an impact in their own communities.

PO David Briddock, a Reservist for 23 years and a member of HMS Vivid in Plymouth, is a postman in Newton Abbot, and has been mobilised on five

overseas deployments, returning to the UK a year ago from a nine-month deployment to the Gulf.

HMS Vivid colleague AB(D) Aaron Barrett wore his uniform to work as a science teacher at Fowey Community College – and he was not alone.

More than 50 pupils at the Cornish college are Sea Cadets, Army cadets, Air Cadets or Scouts, and also wore their uniforms.

"Many of our students have benefitted from being in the cadets as it offers such a wide range of opportunities to young people – everything from adventurous training and overseas trips to the chance to gain additional qualifications," said Aaron.

"It's fantastic that so many of our pupils were enthusiastic about wearing their uniforms to college and speaking to others about their experiences."

Hard climb followed by soft landing

MEMBERS of HMS Wildfire in Northwood went to new heights in pursuit of training.

Instead of a Wednesday evening drill night in the classroom, they set off for the sports centre at St John's Beaumont School in Old Windsor.

There AB Charlotte 'Buffy' Furness-Smith, a member of staff at the school and qualified Rock Leader, explained the challenging task – Exercise Buffalo Ascent – she had set for her shipmates.

They would be required to work together, using their leadership and team-working skills and physical courage to build a device to protect delicate equipment from a fall of around 4.5 metres.

The catch was that the 'delicate equipment' was an egg, and the materials required to build the protective device were hidden at the top of the sports centre's climbing wall.

Not having climbed before, the reservists would be required to quickly develop basic climbing skills in order to gather the materials and complete the task.

Split into three teams, the reservists were given their harnesses, carabiners and helmets before AB Furness-Smith gave a safety brief and introduction to the wall and climbing techniques.

The race was then on to see which team could successfully navigate six climbs and put their problem-solving hats on to design a protective device.

As the teams set off, they found a couple of the climbs were rather tricky, but slowly and carefully each made their way to the top to collect their apparatus.

About half an hour later all the teams had assembled the materials and were able to start designing the vessel that would safely transport their egg.

The clock was ticking and they had to work fast with the sandwich bags, bubblewrap, newspaper, carrier bag, tissue paper, balloon, string and sticky tape they had found.

When the whistle blew, the teams set off to the balcony for the drop test, to see if they had successfully invented a device that would protect the egg.

From a height of 4.5 metres the vessels plummeted to the ground and miraculously each team's egg remained intact.

It seemed that everyone had employed their newly-learned climbing techniques to achieve a successful outcome.

But there had to be a winner, and one team's device was declared superior – it floated to the ground like a hot-air balloon, almost seeming to hang in space.

Teams then took to the wall for some 'free climbing' to hone the new skills they had learned before an Italian-themed social event to reflect the evening's Alpine activities rounded things off.

Cathy shows her pride on parade

A NOTTINGHAM Naval Reservist was one of 25,000 participants in Pride London, the capital's annual lesbian and gay pride event.

Petty Officer Cathy Gibbons, who serves at HMS Sherwood, joined over 100 Servicemen and women from across the country at Pride London, which also hosted the World Pride 2012 festival.

"The cheers the Royal Navy got at Pride London made marching through the streets of Windsor for the Queen's Diamond Jubilee seem a very muted affair in comparison," said PO Gibbons who was also proud to represent the Royal Naval Reserve at the Armed Forces Muster and Parade at Windsor.

"Realising that there are others there who are out and proud can be a significant source of support."

PO Gibbons has served in the RNR for 14 years and she is now an instructor in the Initial Naval Training Branch, responsible for training new recruits.

In civilian life Dr Gibbons trains research staff and students in transferable skills and research methodology at Nottingham



● PO Cathy Gibbons

University's Graduate School.

"Most people don't realise that the changes allowing lesbian, gay, bisexual and transgender people to serve in the Armed Forces are very recent, and have little clue how much work the Royal Navy has done since the changes in the law 11 years ago," said Petty Officer Gibbons.

"Younger people who serve have little awareness how much pride those of us who served in

silence under the old rules still feel as we march."

Towards the end of the parade members of all three Armed Forces departed from the main parade to march past the Cenotaph in Whitehall in order to pay their respects to Servicemen and women who have lost their lives serving their country.

The Pride London event was part of a busy summer of naval service for PO Gibbons – as well as participating in the Windsor Armed Forces Muster she was a member of the Royal Guard of Honour at the Queen's Diamond Jubilee Thames River Pageant.

Last month she mobilised alongside other Reservists from HMS Sherwood in support of the Olympic Games.

The Royal Naval Reserve recruits people from all walks of life into roles as diverse as submarine operations, force protection and logistics.

In recent years Royal Naval Reservists have served on operations in Iraq, Afghanistan, off the coast of Libya and at sea throughout the world.

For more details on HMS Sherwood in Nottingham call 0115 9296373.

Vivid throws open its doors

AS part of Armed Forces Week, Plymouth's Royal Naval Reserve unit, HMS Vivid, opened its doors to the public throughout one Wednesday afternoon.

HMS Vivid is home to over 130 reservists who volunteer their spare time to support UK operations both at home and overseas, in roles as diverse as supporting anti-piracy operations or working as part of the Fleet Diving Squadron.

As well as finding out more about the RNR and getting up close to the specialist equipment used for diving, survival, fire-fighting, training and more, visitors were able to take part in physical and problem-solving challenges to see if they have what it takes to make it in the Maritime Reserves.

The Open Day also provided an opportunity to find out more about the wide range of career opportunities on offer in the RNR.



● Royal Naval Reserve divers Lt Adam Bolton RNR and LS(D) Steve Cotterell (second and third from left) talk with visitors about the diving equipment

The Maritime Reserve is set to increase in size following a comprehensive study called Future Reserves 2020 (see

opposite) and HMS Vivid aims to grow its ship's company by at least 80 people over the coming years.

Linked to the rings

HOSTING the Olympic flame, joining in the torch relay, providing security for the sports arenas, competing – the Royal Navy has been closely involved in numerous aspects of the 2012 Olympics, writes Mike Gray.

We at *Navy News* are loathe to jump on the Olympic bandwagon, now bucketing along with every Tom, Dick and Harry drawing links (many spurious) between their wares or services and the global games.

We could have simply pointed out the ship names that echo facets of the games; a cursory glance at Colledge's *Ships of the Royal Navy* came up with 17 – HM ships Archer, Badminton, Boxer, Champion, Challenger, Diver, Flame, Javelin, Laurel (technically winners at the ancient Olympics were given olive wreaths, not laurel, so the purists can substitute HMS Olive Branch here), Marathon, Marksman, Olympus, Racer, Security, Torch, Wrestler (let us know if we missed any...).

But a further search of the archives revealed that the Senior Service's connections with the Games weave a dark blue thread through the iconic five rings almost to the dawn of the modern era.

In identifying more substantial linkages between the RN and the Olympic Games, perhaps the best place to start would be with a feisty submarine which did plenty of damage to the Axis cause in the Mediterranean during World War 2.

S-class boat P229 sank several ships in the Middle Sea, but our interest lies in her name and ship's badge.

She rattled down the slip at Chatham Dockyard in April 1942 with the name Sportsman, and her badge was the five Olympic rings on a white background.

To those who study such things, it is interesting to note that the interlocking of the rings does not correspond to the current official International Olympic Committee version – back in the early 1940s the design of logos, and the protocol of procedures, had not yet been crystallised (the precise positioning of the rings was formalised under copyright laws more than a decade later).

Of course, plenty of Senior Service athletes have competed at Olympic Games over the decades, and we are not going to attempt to identify them all – many volunteered or were conscripted for the two World Wars, and it would take a close study of the records to include every one of them.

But there have been some particularly interesting individuals, such as William Dod, a man born to a life of comfort in a well-to-do merchant family, who won a gold medal for archery in the 1908 London Olympics.

Dod had to contend with heavy rain and gusty winds to prevail in the men's double York, but then he was something of a natural – he was believed to be a direct descendent of Sir Anthony Dod of Edge, who commanded the English archers at the Battle of Agincourt.

Dod joined the Royal Fusiliers during the Great War, but later transferred to serve as an administration officer with the Royal Naval Air Service in France.

An RNVR commander from World War 2 fared rather better in the second London Olympics – though he competed many miles away from the capital.

As with this year's games, the sailing was staged on the South Coast, with Torbay doing the honours in 1948.

The sailing at Torbay was very much in co-operation with the Navy.

According to the August 1948 edition of *The Navy*, the 'official organ of the Navy League', "Seagoing tenders attached to the Southern Divisions of the Royal Naval Volunteer Reserve... will be present in Torbay during the Olympic Games fortnight, and will help to police the course



for the various races under the authority of the Commander-in-Chief, Plymouth, Admiral Sir Robert Burnett."

The following month's edition of the same magazine carried a report on proceedings, with Great Britain's medal hopes falling by the wayside (or into the sea in the case of the capsizing single-handers).

"Now for Britain's last hope, Stewart Morris and D. Boyd [sic] in the Swallows," said the magazine.

"Stewart must finish no lower than fourth if he is to be our Olympic Champion – wonder of wonders! He is fourth!

"Roaring along in his wake, 14 seconds astern, here comes Brazil. But he stays fourth. He wins. CHAMPION."

The Stewart Morris referred to was a wartime commander in the RNVR who forged a highly-successful partnership with former RAF man David Bond – the latter now lives in Falmouth and will be watching events off Weymouth this month with great interest.

The 1948 Games also saw Michael Lapage, a former Fleet Air Arm pilot who saw service in the Pacific theatre, win a silver medal in the eight-man GB rowing team.

Further back, one of the Royal Navy's most successful Olympians was freestyle swimmer Henry Taylor.

Henry competed in the 1906 (Intercalated) Games in Athens, the 1908 London Games, the 1912 Olympiad in Stockholm and finally at the Antwerp Games in 1920.

And it was in 1908 that Henry struck gold – three times, in the 400m, 1500m and 4x200m, making him one of the most successful British competitors of all time.

Henry had already won gold, silver and bronze in 1906 – an interim Olympiad organised by the Greeks – and went on to take bronze at both Stockholm and Antwerp in the 4x200m.

He was the 'Champion Swimmer of England' four times before the Great War, and when hostilities broke out he joined the



● The Olympic torch is landed at the Prince of Wales Pier in Dover by the destroyer HMS Bicester on its way to Wembley. The picture shows CPO Herbert Barnes lighting the torch aboard the destroyer, watched by shipmates, officials – and a young lad peering under his arm

Picture: © National Media Museum / Science & Society Picture Library

Royal Navy.

As an able seaman he served at Jutland and ended the war in HMS Ramillies – and it is said that part of his training regime while in the Senior Service was to swim around the Fleet while at anchor in Scapa Flow.

Another Jutland veteran fenced for Great Britain in the 1920 and 1924 (Paris) Games – the latter being the Olympiad featured in *Chariots of Fire*.

Rear Admiral Robin Dalglish later went on to be Rear Admiral

Commanding HM Australian Squadron (1932-4).

And a fellow Royal Navy fencer at the two Olympics, Cecil Kershaw, also excelled in another sport – he was capped 16 times in Rugby by England, playing at scrum half.

Moving on to the ceremonial side of things, the Royal Navy had a significant role in the transfer of the Olympic flame from Greece to London in 1948.

Whereas the 2012 version saw British Airways lay on a special

flight – with former Royal Navy aviator Andy Berryman in the cockpit of the Airbus, landing at his old base of Culdrose – the post-war flame had a more tortuous route.

With political tensions simmering in the region, the flame was lit by the sun's rays at the ruined Temple of Zeus in Olympia on July 17 and run to the coast at Katakolo, where it was taken on board the Greek destroyer Hastings, bound for Corfu.

There it was transferred to HMS

Whitesand Bay at 1.30pm on July 18, the torch being powered by a special butane gas supply which was designed to keep it alight for at least 48 hours.

The crossing took less than 24 hours, and the flame resumed its land journey north through Italy, with Whitesand Bay shadowing it north along the Adriatic coast.

One of the members of Whitesand Bay's ship's company was Henry Carver, who has now seen two Olympic flames travelling from Greece to England.

"Sixty-four years ago six of us were detailed off to go to Mount Olympus where a young girl lit the flame," said Henry.

"We took it on board in Corfu, and because there was trouble between Yugoslavia and Albania we escorted the torch through Italy, and finished with a week in Venice and Trieste."

Sailors were not supposed to take pictures, but Henry had a camera secreted in his radar caboose and took some personal snaps.

He said one of the lanterns on board was fed by oil from the engine, and they had a box of spare torches on board which had been shipped out to Corfu by HMS Liverpool.

"The British consul said they would send someone down to collect them," said Henry, who added they were surprised to see a "bloke with a horse and cart" turn up – and even more surprised when they found him flogging them in a market shortly after.

The ship kept one of the torches, which was mounted and displayed in the wardroom, while the ship also flew an Olympic flag which also became a souvenir.

Henry, aged 83, now lives in Arundel, and saw the flame pass through the Sussex town last month.

"It was terrific to see it again," said Henry, who served between 1946 and 1954, and as a pipe-smoker was known as Plum after a brand of pipe on sale at the time.

But Whitesand Bay was not the only Royal Navy involvement with the 1948 flame.

Having left Italy, it passed through Switzerland, France and Belgium, finally pitching up on the coast at Calais.

And there it was taken on board Hunt-class destroyer HMS Bicester for the short trip across the Channel.

One of her ship's company also saw the two flames separated by 64 years – Bob Hullah actually got to hold the torch on Bicester, and this year saw it pass by his home in South Shields.

An estimated 50,000 crowded the streets of Dover waiting to see the flame, which was taken off the ship by keen sportsman CPO Herbert Barnes at 8.25pm on July 28 on the first British leg of its 2,000-mile journey to the Empire Stadium at Wembley.

And although it sputtered out within minutes, it was quickly relit from a spare lantern (shades of 2012 again...) and handed over to a local butcher.

It arrived at Wembley the following day, just 30 seconds behind schedule (probably due to the pressure of crowds).

Herbert's great-granddaughter Lianne Corriette was due to carry the flame through Denham in Buckinghamshire as *Navy News* went to press, continuing the family's Olympic link.

And another link with the past was found in the person of former sailor George Phillips, who carried the flame through Plymouth in a wheelchair in May this year – his second stint with a torch as he had completed a section of the 1948 relay near Exeter on its way to the sailing at Torbay.

And we must not forget that London is also hosting the Paralympic Games, which has a very strong Armed Forces link.

The Paralympics can be traced back to a sports competition for injured Servicemen treated at Stoke Mandeville Hospital in Bucks organised to coincide with the 1948 London Games – a link reflected in Mandeville, the name of one of the official London 2012 mascots.



● The Olympic flame arrives in Bari, Italy, after being carried from Corfu in HMS Whitesand Bay – as photographed by Henry Carver

**When you help us,
you are helping a huge Naval family**



Get your child's school involved

RED, White and Blue Day is being run jointly by the Royal Navy and Royal Marines Charity, ABF The Soldiers' Charity and the RAF Benevolent Fund.

The first ever Red, White and Blue Day was held in October 2011, with 54,000 children from 175 schools taking part. The event was part of the wider Ten for Ten project, which

marked ten years of British Forces involvement in Afghanistan.

This year, we are taking the Red, White and Blue day to every school in the UK. Pupils can simply donate £1 and dress up in red, white and blue.

In addition, they could hold cake sales, or sponsored events, or perhaps they might have weird or wonderful fundraising ideas of their

own.

All funds raised will be divided among the three charities – get your school involved.

At time of going to press, 94 schools have pledged their support for this fundraising effort.

Find out more about the national event at www.redwhiteblueday.co.uk.

Over £3m in grants

THE last six months has been an extremely busy period for the Grants team as we began to integrate the Royal Marines Charitable Trust Fund (RMCTF) grants into the team.

This will make the whole process simpler as we make it easier for those who are after a grant to get advice – and money!

To help this along Michelle Midgley moved from our Operations team in May to strengthen our administration.

The committees have been hard at work this year:

■ The Naval Service Benevolence Fund awarded grants totalling £3 million which went to 22 different causes – we have space for just a few examples: RNBT, RN&RMCF, WRNSBT, Combat Stress, Not Forgotten Association, SSAFA, Veterans Aid and 15 more.

■ The Naval Service Amenity Fund (NSAF) awarded Major Grants totalling £109k to projects such as: HMS Sultan – refurbishment of the Icarus Bar; HMS Neptune – replacement motorhome; HMS Echo – refurbishment of messes; Union Jack Club – refurbishment of bedrooms.

The same committee also approved RNRMC Operational Grants to front line units totalling £126,000, an increase of ten per cent, which also included a grant to support Operation Olympics, which will make life a little bit more comfortable for those on duty in London.

Over and above these grants we have received over 200 grant applications to the NSAF (Minor), Nuffield Trust Fund, Services Sound and Vision Corporation, QARNNS Trust Fund, Donald Gosling Maritime Reserve Fund; and we produced 51 Herbert Lott Citations to recognise efficiency.

Finally, 194 grant applications have been paid from the RMCTF and Naval Service Help for Heroes Fund to those injured and sick personnel attached to Hasler Company. Busy times indeed!

Deadlines for any Major Grants to be considered are as follows:

■ Naval Service Amenity Fund: October 1 2012

■ Royal Marines Charitable Trust Fund: October 1 2012

The Grants Team can be contacted on the numbers below:

Head of Grants – Anne Carr
93832 8093 or 02392 548093
anne.carr@rnmcc.org.uk

Grants Administrator – Michelle Midgley 93832 8191 or 02392 548191 michelle.midgley@rnmcc.org.uk

A big thank you to everyone who took part in our StandEasy campaign. So far we've received over £6,000, and every day more stories and pictures are arriving. Please keep them coming – we love to hear from you. And let's get planning for next year!



● The cyclists from HMS Illustrious at Land's End

Illustrious riders take on the JOGLE

THE JOGLE, or John O'Groats to Lands End, challenge is one that is only undertaken by the most dedicated of people, and 12 cyclists from HMS Illustrious have added their names to that list.

To add a twist to the traditional challenge, the riders' 925 mile route called in at towns and cities that are associated with the construction of the UK's new Queen Elizabeth-class aircraft carrier.

These included Rosyth Dockyard in Scotland, where major sections of the ship are currently being put into place, BAE Shipyard in Scotstoun, A&P Shipbuilding in Birkenhead and Appledore Shipbuilders in Bideford.

The cyclists put themselves through careful preparations for several months, even when they have been at sea.

Their intention with the challenge was to inspire people to support the Royal Navy and Royal Marines Charity, who provide tremendous support to Sailors, Royal Marines and their families during times of need.

The riders have raised more than £5,000 for the charity.

One of those who took part in the ride was Chief Petty Officer Dave Howie, who said: "The Royal Navy and Royal Marines Charity is the first port of call when a naval or Royal Marine family needs support.

"I'm excited and pleased

about doing something that will hopefully inspire people to support this very worthwhile charity."

Cdr Steve McCarthy, the ship's Marine Engineer Officer and ride leader, was extremely proud to have completed the challenging ride.

He said: "John O'Groats to Land's End is the iconic 'every man's Everest' cycling challenge, and to complete the 925 miles in nine days has taken huge guts and determination from the team.

"We had a real range of cycling experience and age in the group."

"The cycling legend Lance Armstrong categorises cyclists by their ability to endure suffering, and there has been plenty of suffering for the HMS Illustrious cyclists over the course of the ride.

"I hope that our modest suffering and determination to keep going has inspired those that we have met to donate to the Royal Navy and Royal Marines Charity."

The ride was completed over nine days in May. You can show your support by donating at <http://uk.virginmoneygiving.com/team/illustrious>

Commanding Officer of HMS Illustrious, Capt Martin Connell, singled out the team of cyclists, and praised their fundraising efforts at a recent reception aboard his ship for affiliates and supporters.

Navy wins gold

THE Royal Navy has been rewarded for fostering a culture of giving in the workplace with a Gold Award, one of the highest awards available through the Payroll Giving Quality Mark programme.

The Payroll Giving Quality Mark aims to provide sustainable income sources for UK charities by increasing participation in Payroll Giving.

The scheme recognises and rewards businesses for making Payroll Giving available to staff,

providing them with a certificate and use of a logo which enables them to publicly demonstrate their commitment to good causes.

The Royal Navy and Royal Marines Charity administers the scheme on behalf of the Royal Navy, and by refocusing and refreshing an older scheme whilst developing and strengthening relationships has increased individual donations to the scheme from five per cent in 2009 to today's 35 per cent.



Stand out for Stand Easy at Neptune

THE Royal Navy and Royal Marines Charity's big Stand Easy campaign inspired all sorts of fundraising methods.

Up in Scotland, the men and women of Clyde Naval Base were treated to an unusual sight as CPO 'Buck' Taylor and C/ Sgt Zoe O'Gorman paraded through the base in fancy dress, collecting money from both serving and civilian personnel.

C/Sgt O'Gorman said: "We hope this donation helps towards the extremely worthwhile cause you stand for."

The team at HMS Neptune raised another £220 for the total gathered from the StandEasy which is pushing past the £6,000 mark.

If you still have stories or funds, please get in touch.



**YOU HAVE
HALF AN
HOUR TO
MAKE A
WHOLE
WORLD OF
DIFFERENCE**

SUPPORT US



Visit our online store for a range of clothing, gifts, accessories and other items which will help us to support you.

Woven cord bracelet: £10

available in green or blue

www.rnmcc.org.uk

WE NEED VOLUNTEERS

THERE are events taking place around the country throughout the year – and at each of these we need people to support them.

If you'd like to help, please get in touch with us on: fundraising@rnmcc.org.uk

UPCOMING EVENTS



FORT NELSON TATTOO

The Fort Nelson Tattoo on Saturday September 8 will feature a unique mix of military and civilian bands and display teams set within the historic setting of the Fort as well as exciting firings of 'big guns' and a historic fly-past. Buy tickets online at: <http://www.royalarmouries.org/events/events-at-fort-nelson/fort-nelson-tattoo>



ROYAL MARINES BIG BAND SPECTACULAR

Under the direction of Major Tony Smallwood RM, and featuring Emer McParland, at the King's Theatre Southsea on September 28. Tickets cost £16-£19. Call the Box Office on 023 9282 8282.



BRITISH MILITARY TOURNAMENT

The British Military Tournament at Earl's Court on December 8-9 is an unforgettable opportunity to marvel at the British Armed Forces. To mark the Diamond Jubilee celebrations of 2012, this year's British Military Tournament will celebrate the life and times of Her Majesty the Queen.

If you are member of the Armed Forces, you can get a ten per cent discount at <http://www.ticketmaster.co.uk/promo/tb8c8h>

CONTACT US

Royal Navy and Royal Marines Charity
Building 29, HMS Excellent
Whale Island
Portsmouth
Hampshire PO2 8ER
fundraising@rnmcc.org.uk

Join us on Facebook: search for 'Royal Navy and Royal Marines Charity'

www.rnmcc.org.uk

How do I sign on the dotted line?

THE numbers are on the up – but you know we like a challenge, so let's get more, more, more.

As you know from last month's Navy News we now have over a third of the Naval Service signed up for payroll giving.

This is undoubtedly a fantastic achievement – but that means there is still a large proportion of you out there who haven't yet signed up.

Please don't think us greedy; just passionate to do the best we can for the Naval Service and its extended family. As they say "Once Navy, always Navy", and from the moment you walked through the gateway of that RN or RM training base you are now part of this extended Naval family.

The RNRMC is here to support people in the Service, veterans, families and the bereaved – we are absolutely committed to improving the quality of life for people connected to this great Naval service.

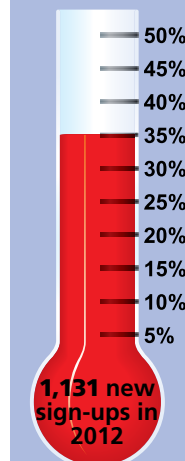
Help us to help you and thousands like you – sign up today.

For further information or to arrange a 40-minute presentation contact Dean Rogers (pictured right), our payroll giving manager, using any of the methods below:

Dean Rogers
Payroll Giving Manager
dean.rogers@rnmcc.org.uk
Tel: 023 9254 8155
Mob: 07714 306178

Starting from September and running through to January 2013 we will be running a competition to reward the maximum percentage increase in take-up in establishments, ships, submarines and air stations, with five prizes up for grabs in this competition. Each of the winners will receive £1,000 for their welfare funds.

The winners will be presented with their prizes in March at a ceremony in HMS Collingwood.



Wounded but not defeated

I JOINED Hasler Company [a unit which helps the recovery, rehabilitation and re-integration of seriously-injured or ill Royal Marines] just after Christmas leave and was tasked with the organisation of the Wounded Warrior Trials at Camp Pendleton, California, earlier this year, *writes Sgt 'Mo' Morris PTI RM (Sgt ERI Hasler Company)*.

These trials were designed for American soldiers who had been injured on operations and formed part of their rehabilitation.

The United States Marine Corp (USMC) conducted their own trials to select a team to compete at the national games against the US Army, Air Force, Navy and Coast Guard.

For the second year in a row the USMC extended their invitation to a host of Marines from Allied nations, which included Canada, France, Germany, Holland, Colombia, Australia and, of course, the UK.

These Marines would form the Allied team who would compete against a USMC Wounded Warrior Battalions team from the East and West coast, plus a USMC Veterans team – a total of 375 competitors from around the world.

The competition was based upon the Paralympic format and the sports included wheelchair basketball, seated volleyball, track and field, cycling, 10m air rifle and pistol shooting, swimming and archery.

The team that departed for the Games consisted of ranks from Hasler Coy, HMS Drake and Termoli Troop, 40 Cdo RM.

These ranks included Cpl Marcus 'Rosey' Rose, Cpl Jon 'JD' Davis, Cpl Matthew 'Spider' Webb, Cpl Phillip 'Scoobs' Eaglesham, L/Cpl Alec Robotham, Mne Lee 'Coupes' Coupe, Mne Joe Townsend, Mne Martin 'Jonah' Jones, Mne Graeme Reigate, Mne Peter Beards, Mne Graeme Mercer and Mne Martin 'Dolph' James, with WO1 Paul Cook and I who were there as the team 'babysitters'.

We arrived in San Diego tired and jet-lagged after a two-day journey which included a stopover in Washington DC.

We were met by our USMC liaison officers G/Sgt Mike Palerino and S/Sgt Brandon Fairbanks, who were assigned to us for the duration of the trip and provided a vital link between the USMC and our team.

I would like to take the opportunity to thank them for their support and for providing a platform for the team to perform, compete and enjoy their time in America.

We were escorted to Camp Pendleton, situated just on the outskirts of San Diego, and so our journey really began.

There were many memories that stand out, such as Joe winning seven gold medals, or Jonah failing to live up to his self-prophecy of 'dominating' at the games...

Some of my favourites include Spider, who has only been walking on his new legs for two months, performing the 'two step' at a line dancing club.

I am quite sure that move is



● The Royal Marines team with their US Marine Corps liaison officers G/Sgt Mike Palerino and S/Sgt Brandon Fairbanks at the Wounded Warrior Trials at Camp Pendleton

not taught at Headley Court yet. I am also positive they will be just as impressed as the American contingent who witnessed it.

There was also the story of Scoobs, who had been diagnosed with Q Fever – a condition contracted from Afghanistan that puts an extreme restriction on physical ability – and was advised that he would find it extremely difficult to perform even his daily routine.

He defied all odds, competed in the 10m air rifle shooting, and won silver.

To put this into perspective, Scoobs had to share his rifle with other competitors and re-zero on every shoot, and was shooting in that discipline for the very first time.

He finished 0.5 points behind the winner – who was on the American development squad for the next Paralympics in that event.

The pride I felt for him when he took to the podium to collect his medal was indescribable.

I watched Coupes turn up for swimming training every day without exception and work

himself 100 per cent.

Even though he did not place in the eventual competition, he was admired by the swimming coaches for his efforts for the duration of the training.

This is something that he will only realise once reading this.

Joe Townsend, who lost both of his legs in an explosion four years ago, is now in the British Paralympic triathlon development squad for the 2016 Games in Brazil.

He dominated the Wounded Warrior Trials with seven gold medals, and you could see the inspiration he gave to the onlookers as he performed his events at an elite standard – I am sure Spider will vouch for me.

The hope that he gave other people in his situation without even knowing about it was amazing to see.

There are many other stories to tell, but most of those will be left in San Diego – you know the rules...

Also congratulations to Rosey, Jonah, JD, Dolph and Spider, who contributed to the medal tally with four golds, five silvers and a bronze between them.

In total the team won 11 gold, six silver and one bronze medal – an outstanding performance from such a small team.

When the results were all in, the team was in second place in the Allied event, behind the Australians – although the Executive Officer of the Wounded Warrior Regiments USMC, Col Jay Krail, still thinks the Brits are sending over ringers...

However, the tangible rewards were not the true success of the games – the personal achievement was the real success story.

Everyone had to battle with his physical and psychological demons to even get through the initial week of practice.

They were to discover that their physical limitations were actually determined by what they thought they could not do.

An event such as competitive cycling for someone who was visually impaired allowed confidence to grow in the individual as it proved the skill could be transferred to enjoying a bike ride with his children.

Alternatively, a triple amputee having to learn how to climb up and down the bus stairs every day to get to training made possible the thought of freedom at home.

The power of the games affected not only confidence and attitude, but the journey of self-discovery also allowed for a positive vision for the future and the realisation of what can be done, not what you can't do.

I am privileged to have shared and witnessed the incredible human feats that were achieved against all the odds at the Wounded Warrior Trials.

They are the injured and the ill that have stared adversity in the face and prevailed.

They have had to face challenges every day like no other.

They ask for no help, but need it, they do not complain, when others would, and persevere where others may fail.

They strive for no praise, recognition or prize but merely to fight their disability or illness in an attempt to be 'normal'.

Yet little do they know that

they will never be 'normal' again and will always be special as they are the men who will make a difference, inspire each and every person they meet and normalise those around.

They are the ones who are courageous, determined, cheerful under adversity and unselfish – the essence of the commando spirit.

They display these qualities in abundance and should be saluted for what they have achieved.

What I witnessed at Camp Pendleton was nothing short of amazing.

They are a small group amongst many.



● Cpl Matthew 'Spider' Webb RM makes his debut in the shot putt



● Cpl Marcus 'Rosey' Rose (left) on the podium to receive his silver medal for the 30km cycle event – not a bad performance, considering he did not have proper cycling shoes or toe clips and had to compete in his pusser's daps

Take your breath away



YES it's a Crab Hawk.

A world-famous Crab Hawk.

A Red Arrow, no less.

But it's in Navy skies.

And, let's face it, it does look quite impressive...

But on Fleet Air Arm home turf, it was rightly Naval aviation to the fore during five hours of inspiring flying at the 2012 Yeovilton Air Day.

The 30,000-strong crowd was treated to a celebration of naval aviation past (the RN Historic Flight), naval aviation present (the Black Cats Lynx display team, Commando Helicopter Force Junglies) and naval aviation future (Merlin Mk2, Wildcat Lynx).

The theme for the 2012 event was the 30th Anniversary of the Falklands War. In 1982 over 1,400 men and 126 aircraft from the base deployed to the South Atlantic, and visitors were able to see some of the aircraft that took part.

The traditional Royal Marines 'village', supported by CHF, allowed spectators to get close to the current military vehicles, the aircraft on show and some of the sailors and Royal Marines who operate them.

Among the visitors was Fleet Commander, Admiral Sir George Zambellas, who joined the Fleet Air Arm and qualified as a helicopter pilot in 1982.

The Historic Flight, celebrating its 40th anniversary, provided powerful reminders of the service's achievements during WW2 and the immediate post-war years, with displays from the Fairey Swordfish LS326 and the Sea Fury T20 – a two-seat trainer version of the most potent piston-engined fighters ever built.

The award-winning Black Cats display team put their two Lynxes through their paces in an intricately fast-paced and newly re-choreographed routine.

"There's a thrill performing in front of your home

crowd. We do many flying displays around the county during the season but Yeovilton is special," said Lt Ian Brannighan, this year's Black Cat 2 pilot.

Making their first visit to Air Day were the six-strong Saudi Hawks, the Royal Saudi Air Force's aerobatic display team, in their distinctive green and white jets.

And not to be outdone their UK counterparts, the Red Arrows, put on quite a show in the sullen Somerset skies.

On the ground in a specially-created arena there was a field gun competition between HMS Heron and their rivals HMS Seahawk, while the Band of HM Royal Marines, fresh from their recent involvement in the Queen's Diamond Jubilee Pageant, performed.

The big show-stopper (literally) in 2012 was the sight of one of the largest aircraft in the world, a Russian Antonov An-124 flying for the first time in over two decades in the skies above Yeovilton.

There is only one way to end air day. With a bang. And some fire. And lots of Royal Marines in full war paint, the panoply of aircraft of the CHF (including the final public appearance of the skidded Royal Marines-liveried Lynx – see page 8). And Army Apache gunships. There's nothing quite like the all-action set-piece of the commando assault (pictured right) which, as ever, brought the curtain down on proceedings.

Cdre Paul Chivers, Yeovilton's Commanding Officer, was delighted that he was able to involve "the whole Yeovilton family".

"This year we enlarged the Royal Marines' village to include a greater range of combat vehicles and aircraft. The Antonov was very impressive – it almost took your breath away."

He added: "There was certainly something for everyone this year."

Pictures: PO(Phot) Mez Merrill, CHF



'Action this day' on WW2 medals

URGENT action should be taken to determine whether naval veterans who served in the Arctic in WW2 should receive a belated medal.

Senior diplomat Sir John Holmes has reported his initial findings after a two-month review of the controversial subject of campaign medals for Servicemen and women.

Sir John was asked by Premier David Cameron to look into campaign decorations – not gallantry awards or Long Service and Good Conduct Medals.

The review follows some long-running campaigns for recognition – Arctic convoys, Bomber Command, the Malay emergency – as veterans felt Whitehall was often "unduly dismissive" of their claims for a medal.

Arctic veterans stress that their campaign, delivering supplies to the USSR was entirely different from that in the Atlantic (keeping Britain's sea lanes open): different aims, different conditions – and should have been recognised with a specific medal, not the Atlantic Star.

But the response to Sir John's initial review has also found that some serving personnel and veterans would like medal recognition for other overlooked deeds: Cold War submarine patrols, RN surface deployments beyond the Gulf, mine clearance work and a Libya medal (the latter is still being considered by Whitehall).

Over May and June, Sir John interviewed or received responses from more than 200 veterans, groups, officials and senior commanders, including survivors of the Yangtze Incident and Arctic convoys, former National Servicemen, MOD ministers past and present, MPs and First Sea Lord Admiral Sir Mark Stanhope.

Sir John believes overall Britain's medal policy is sound and "there is no appetite or good reason to change": there is a fine line between recognising the actions of those who gave selfless service for years and devaluing medals by issuing them too freely.

He adds: "A British military campaign medal should be something which has been hard-earned – and should be seen to be so by all concerned, so that it can be worn with special pride."

However, he argues that the current "blanket refusal" to consider historic medals should change and, given the age of the dwindling band of survivors, the controversy around WW2 medals, especially Arctic veterans, should be dealt with first and foremost.

Although not part of this specific campaign medal review, the idea of a 'National Defence Medal' – recognising any service in the Armed Forces was raised and Sir John says the Cabinet Office should investigate the matter further.

Mr Cameron has welcomed Sir John's report and has asked him to press on with his work for a second report to be placed before Parliament in the autumn.

The PM said the initial findings pointed the way ahead to deal with "past grievances while maintaining the distinctive British tradition that military medals are hard-earned."

"I hope this will help to draw a line under past campaigns and provide a more open decision-making process in future."

Sir John's interim report can be found at data.parliament.uk/DepositedPapers/Files/DEP2012-1222/

Comment, page 26

'Historically significant' 3 Cdo

ROYAL Marines have been singled out for their 'historically significant' mission in Afghanistan 12 months ago – a mission which played a key role in determining the future of Helmand province and cemented strong bonds with Britain and the USA.

For six months over the spring and summer of 2011, 3 Commando Brigade headed Operation Herrick 14, the British effort in the troubled country.

The brigade and its supporting units in Task Force Helmand – in total 6,555 men and drawn from all three arms of the British military – worked side-by-side with its US Marine Corps counterparts of Task Force Leatherneck and ultimately came under the Americans' II Marine Expeditionary Force.

And it is that effort alongside our US cousins which has earned the brigade, based at RM Stonehouse in Plymouth, recognition from senior officers on both side of the Atlantic.

The British-American Forces Dining Club has presented the brigade with its Historical Significance Award – given to outstanding British and American units which have contributed to the success of the US-UK alliance – and to set an example for future so that other military commanders can follow their lead.

The club traces its origins back to 1942 and the early stages of planning for the invasion of France when the two Allied powers found their different backgrounds, training, cultures and traditions led to tension; to break down the barriers, regular dinners involving senior commanders on both sides

were suggested, hence the club's unusual title.

Seventy years on and the club continues to promote understanding and co-operation between the Armed Forces of the two nations – not least through the recently-instituted Historical Significance Award.

The joint effort by the two task forces during the six-month tour of duty in Helmand led to a 45 per cent reduction in central Helmand compared with the previous year, and saw attacks in the Nad-e Ali district fall more than fourfold.

Such successes were not without a price.

The Americans lost 47 personnel, the British 19, with many more wounded as they strove to improve the lives of ordinary Afghans – and with that the security situation; the number of troops, police and other forces on the ground mushroomed twentyfold to 40,000 Afghan and Coalition personnel.

More than 91 Britons were singled out for gallantry awards, commendations and recognition for their service – although, as the citation from the club states, the mission demanded "the resolve and emotional investment of every marine, soldier, sailor and airman".

All of this was played out under the "watchful eye of the world's media" where "every action, conversation, project and shura – meeting with village elders – played a vital role".

As well as the difference to the people of Helmand, the joint mission by the Royal Marines and US once again affirmed the much celebrated 'special relationship'

between Britain and the USA.

The club closes its citation for 3 Commando Brigade with the heartening words: "Our UK-US bond remains as robust and resolute as ever – the strongest possible foundation for the future."

Maj Gen Ed Davis, who led 3 Commando Brigade throughout its demanding tour-of-duty and has since been promoted Commandant

General Royal Marines, said of the recognition:

"Throughout a hard-fought summer in Helmand, the brave and selfless men and women of Operation Herrick 14 achieved extraordinary feats day in, day out.

"Without the 'power of combinations' the Task Force enjoyed with II Marine Expeditionary Force such feats would have been a much rarer occurrence. A 'semper fidelis' mindset matters when in harm's way."



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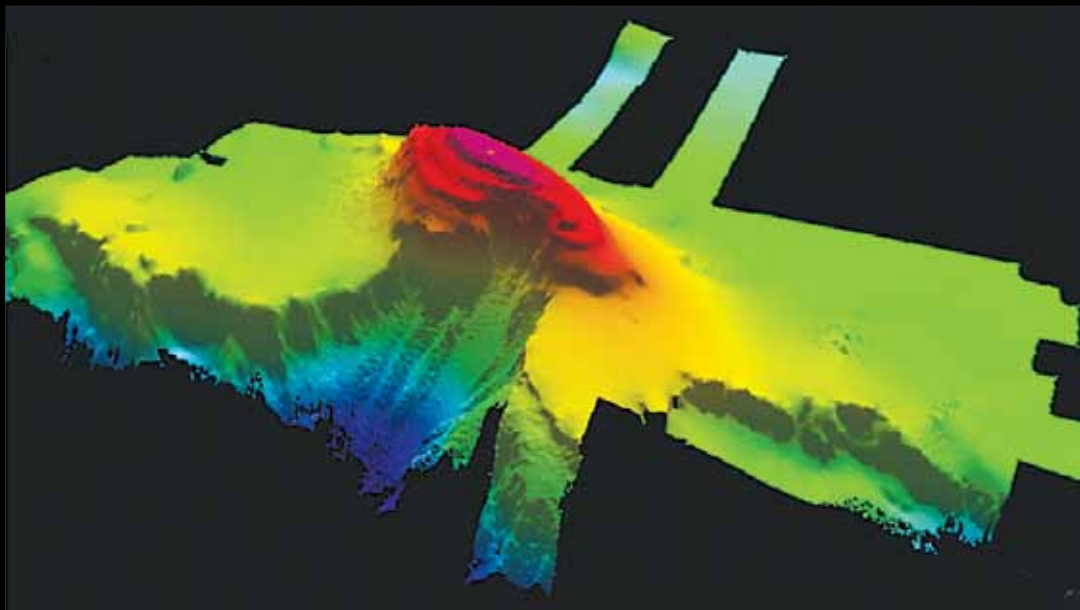
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● Dawn patrol... Echo's impressive – and busy – bridge at first light on another fine morning and (below) a spot of night firing practice for the 20mm gun



● The previously uncharted sea mount 'the size of the Rock of Gibraltar' found by Echo in the Red Sea and (below) the survey ship demonstrates her impressive manoeuvrability while exercising off Cyprus



What we echo

IT'S sometimes hard in the Royal Navy to quantify a successful deployment.

Sure, if you score a big drugs bust, bag some pirates, blow up some enemy positions with your guns or missiles, that's a big tick in the box.

But many RN patrols are characterised by nothing happening precisely because your presence serves as a deterrence: stooging around the South Atlantic or the Indian Ocean, lurking beneath the sea monitoring everything, the proverbial bobby on the beat.

Successful, but you can't really put your finger on it.

Or you could find an underwater mountain.

A big one.

Say the size of the Rock of Gibraltar.

And mark it on a map so that other mariners, or rather *sub*mariners, don't run into it.

It's certainly the biggest, but not the only, success scored by Her Majesty's Ship Echo which brings the curtain down on a monster (19-month) surveying deployment this month.

Of the Royal Navy's quartet of ocean-going survey vessels Echo – or for that matter her sister Enterprise and the much larger HMS Scott – doesn't enjoy the profile of say, HMS Protector.

She's not big and red. There's not a pingu in sight. Or icebergs.

Echo is battleship grey. Looks a bit like the River-class patrol ships. She doesn't have many crew (48). There's no RN photographer assigned to her.

Nope, she's content to just get on with the job in hand.

By the time Echo heaves in sight of the Hoe she'll have been away for 593 days – 421 of them at sea, with 74,000 miles (ish) added to the odometer.

In doing so, the engines guzzled quite a lot of fuel. Three tonnes short of 4,000 to be precise. Or 51 litres for every mile sailed (that's almost a full tank of a Ford Focus per mile).

Her crew, unlike the 3,500 tonnes of pusser's grey they inhabit, have not spent 19 months away.

Every few weeks in one of the 24 port visits the ship has conducted, around one third of the crew (16 souls) headed for home... and a second third of the crew flew out to take their place.

And to prevent Echo herself becoming tired after all that sea time two three-week maintenance spells were carried out in Jebel Ali.

Otherwise, it's been a case of sail and survey.

In all Echo gathered data from 3,150 square miles of sea.

Doesn't sound particularly large?

It's about the size of Cyprus.

So what about that Gibraltar-sized rock then?

Well it lies in the Red Sea off the Yemeni coast.

There had been quite a bit of seismic activity in the area. Echo moved in to search for underwater volcanos.

She found none.

She did, however, discover an uncharted underwater mountain – the official term is a sea mount.

Yemeni fishermen evidently knew the mount existed – Echo found a dhow anchored on its summit as she carried out her survey of the area.

Existing charts of the area suggested the sea was 385 metres (1,263ft) deep – but over an eight-hour period, Echo collected reams of information with her sounders to prove otherwise.

After processing all that information, 24 hours later the powerful computers aboard the ship produced the stunning 3D imagery which revealed the true extent of the mount.

It rises to just 40 metres (131ft) below the surface of the Red Sea – deeper than the deepest draught of any civilian or military surface ship, but definitely a danger to submarines passing between the Mediterranean and the Middle East.

"We were actually looking for volcanoes – the southern Red Sea region has seen a significant amount of recent tectonic and volcanic activity with several volcanoes emerging from the sea close to the Yemeni coast line," said Cdr Matt Syrett, Echo's Commanding Officer.

"We didn't find any. But we did find this. It is absolutely massive. And finding it is something which really makes everybody on board feel good.

"So often it's difficult to show that what the Navy does has a tangible effect. This is visible proof. We found it and, as it's a danger to other seafarers, it's been reported to the United Kingdom Hydrographic Office and is expected to appear on new charts of the region in the near future."

BY FAR the bulk of Echo's time away from Blighty has been spent east of Suez.

Besides being a damn sight warmer than the UK, it's not a benign environment (given long-standing tensions and issues, the Middle East is classed as an operational theatre).

So although Echo's primary mission is for the greater good of the world's seafarers, she must be able to defend herself – above all in a high-risk piracy area.

The ship's equipped with a couple of 20mm cannon, two miniguns – a modern-day Gatling gun capable of spewing out more than 2,000 rounds a minute which will ruin anyone's day – as well as trusty General Purpose Machine-Guns.

In addition to the ship's company, Echo also carried small, specialist RN force protection team.

Lt Rich Watsham, Echo's oceanographic and meteorological officer – and also her gunnery officer – directed regular exercises to maintain the effectiveness of the men and women under his charge.

"It is important for HMS Echo to maintain a high degree of readiness; we achieve this by regularly training our force protection team and organic ship's company weapon aimers to react to varying types of threat, any time of the day or night," he said.

Such aptly-named 'quickdraw' exercises used up 45,000 rounds of ammo over the course of deployment – two of which were fired in anger when a suspected Somali pirate approached the survey ship. Two rounds from her saluting cannon sufficed to drive the modern-day buccaneers away.

Quickdraw and gunnery practices were just part of the regular routine engendered by the command team to keep the ship's company on their toes (especially pertinent given the constant churn of sailors aboard).

So Fred was thrown over the side on 81 occasions. And recovered 81 times as part of man overboard exercises.

There were 178 simulated fir

every three days) and 209 asso

the engineers busy (that's one s

And 600 litres of paint were

looking shipshape... which is 20

of ice cream eaten (the latter pr

NOW a lot's happened in the

Arab Spring. Libya (mo

hacking. Eurozone crisis (still)

popular. Jubilympics.

And we've passed through tw

"The weather's been good," s

"Rain wasn't seen for almost

Plymouth.

"And while the rain hammer

Prix and Wimbledon final, Echo

day on the trot in the central M

Ok, there's no need to rub it i

One place where the sun did

"Wet and fishy," laments LStd A

"It chucked it down and we

boat."

Mumbai was a "large cultu

Morris. "A lot of poverty – lots

were great fun and the curries v

(The latter perhaps explain

averaged one loo roll per sailo

There were November cere

the first visit to Haifa by a RN

highlight, however, was the cha

Jerusalem).

Christmas in the United Arab

experience, courtesy of a da

outside c.24°C. Temperature i

"Having to bundle you

spending the rest of the

flops was rather odd," say

The ship crossed the

kept King Neptune and



What we do in life Echoes in eternity

...e and flood drills (roughly one
...ted mock breakdowns to keep
...lightly under every three days).
... applied to Echo to keep her
...00 more litres than the amount
...obably tasted nicer...).

...past 19 months.
...re on that in a mo). Phone
...Jedward (somehow) remain

...vo summers. Honest.
...says Lt Rachael Gardner.
...eight months after the ship left

...ed down on the British Grand
...o was enjoying her 78th sunny
...editerranean."

...in...
...dn't shine was the Seychelles.
...Andy Drinkwater.

...e were moored next to a tuna

...ure shock," says PO Scouse
...s of beggars. But the tuk tuks
...were nice."

...ns why the ship's company
...every three and a half days...)
...monies in Mombasa, Kenya,
...vessel in four years (the real
...nce to tour the historic sites of

...o Emirates was a rather surreal
...y at Ski Dubai. Temperature
...nside c.-1°C...

...rself up in ski clothing after
...day in shorts, T-shirts and flip-
...ys AB(HM) Emily Gordon.

...Equator on 12 occasions (which
...his court busy).

...has proven itself to be as good
...ional side; ie not very. Played 13.
...1. Goals for 14. Goals against 44
...the hands of a Maltese side the
...victory over a team in Jebel Ali).
...ing streak... in the junior rates'
...oiced at uckers.

...one, Echo slipped quietly through
...Near and Middle Easts and out
...g the North African shore.

...r so miles will bring you to the
...t of Tobruk, redolent of so much

...pany to echo (ish) the deeds of
...tsteps of Monty and his Eighth

...re but on the upper deck, where
...up for the sailors to cycle the
...ruk to Tripoli to mark the 70th
...sert Fox by the Eighth Army – and
...rmond Street.

...dren the hospital is helping is the
...Needham, so his shipmates gladly
...Challenge'.

...red to cycle for an hour each with
... – although Sub Lt Hywel smashed
...22km mark in just over 31 minutes
...overed 23½ miles (38km) – roughly
...otnes.

...ing furiously, the rest of the crew
...ket which was filled with well over
...log was done; £245 has come in
...ng website (www.justgiving.com/

...s of the ship's company over the
...moth task and raise all the money
...ing treated in hospital it's good to
...others in our situation," said Ned.
...ipoli. Despite being synonymous
...ear – and sailing just a handful of
...rpool did not visit.

...rst British warship to visit Tripoli

...organised a tour of the now free
...Green Square under the Gaddafi
...memorable part of the visit.

...place for a cup of coffee and it
...ony from which Gaddafi used to
...Syrett.

...and bustle of any other North
...positive sign that the country's
...s."

...fascinating...

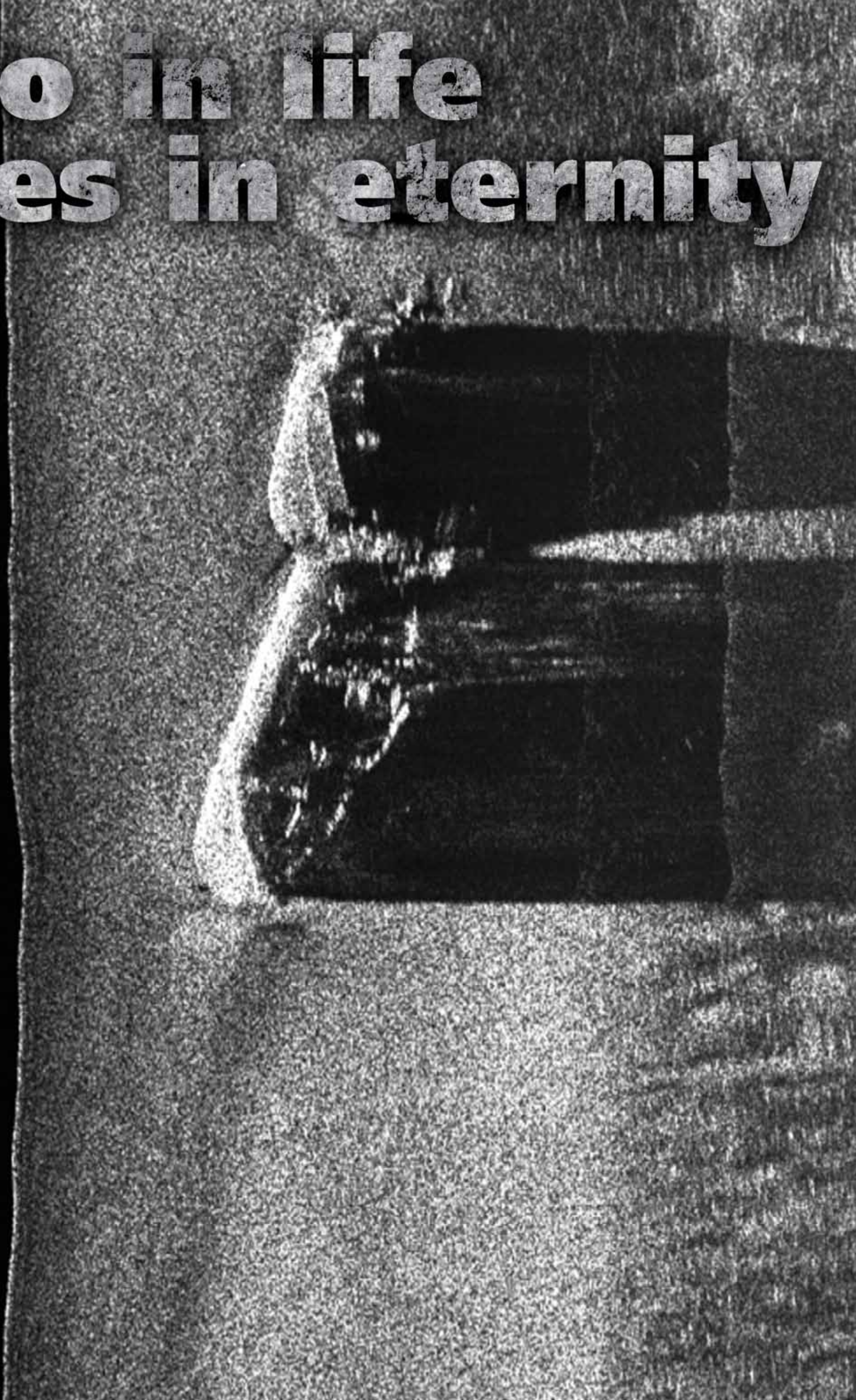
...and another find – *and the main*

...22 metres (72ft) proud of the
...long and 22 metres wide – or the
...ked in nine rows and stacked five

...nd location of the superstructure
...ty Ship – and was most likely
...2," says Cdr Syrett.

...h provides charts for the Royal
...orld's merchant mariners – has
...sers can be warned of Echo's

...hments are set in stone



RNA needs new blood

“ADAPT or die” as the RNA was told at its conference (July edition). Fine words to read in *Navy News*.

I am in my 91st year. Much water has gone under the bridge since I joined the RN as Boy Second Class.

So I am pleased that the National Conference realised that we must allow our associate members to join our ranks, for this is our only way forward.

As a member of Hanworth RNA, I can say all associate members have been vetted by our committee to ensure they will be true members, and abide by our rules.

Without associate members the RNA will wither on the vine, and that would be a sad day. So three cheers for our associates, now members.

– George Drewett, Shepperton, Middlesex

Jacks of all trades?

I RECENTLY wrote a book about my father's life as a shoe repairer in London.

As a shoe repairer he was in a reserved occupation during WW2, however he found the escape tunnel and joined the Royal Navy as a stoker.

He took his shoe repairing tools with him to HMS Flora and HMS Birmingham, where the Captain allowed him to open a shoe repairs shop.

He wrote about it in a trade magazine in the 1960s saying: “The leather cost me 2/4d per lb from the ship's stores, and the other bits and pieces required, I got as and when I could, whilst serving on HMS Birmingham I even got the Royal Marines' contract.

“So speaking for myself I have practised the gentle craft from the Arctic to the West Indies, and met many shipmates and shopmates, and I feel sorry for the Royal Navy officer who ‘never took his cobbler's with him.”

He went back to Civvy Street in 1946 and carried on shoe repairing until 1986 when he retired to Scotland.

The question my father raised the other week was: “I wonder if there are any sailors on board ship today running a shoe repair business?”

My follow-up thought was how many other shoe repairers took their tools with them and ran a business on board ship during the war?

I would put money on it that other tradesmen ran a business whilst fighting for King and country.

– David Gillies

Our man in Havana

GREETINGS from Gold Rover in Simon's Town!

The article *Rosalie on Castro Turf* (July) states that Fort Rosalie was only the second naval vessel in half a century to visit Havana.

This is not the case, Wave Ruler visited in early October 2008 (I was there!) and Oakleaf visited in the mid-1990s.

– Capt Nigel Budd, Royal Fleet Auxiliary, Commanding Officer, RFA Gold Rover

Opinion

MEDALS arouse strong feelings, hence the Government's decision to hold a review into campaign awards.

The senior diplomat who conducted the study, Sir John Holmes, has reported his initial findings and made some recommendations which should be warmly welcomed.

Although Sir John has upheld the principles governing the institution of campaign medal, including the Five Year Rule (which prevents new medals being created to recognise events that took place many years ago) he has recognised the depth of concern and has questioned whether they could be applied with more flexibility.

This will be of particular interest to Yangtze 1949 and Arctic Convoy veterans, and indeed Sir John recommends that a further review this autumn to take a detailed look at the various veterans groups' cases should begin with the Arctic, which should please

those veterans who have long claimed that they merit their own World War 2 Star.

The Ministry of Defence has been subject to much criticism about medals, particularly from veterans who have felt that officials are dismissive of their claims.

However, the department's officials have to apply the UK's rules as they stand, they cannot waive them in individual cases without an official change of policy, and it is entirely appropriate that there is an independent review into whether such a change is appropriate. One of the most important principles which Sir John has upheld is that medals should be hard-earned.

It is a distinctively British tradition that but medals are valuable currency. They represent risk and rigour and as such must not be devalued.

The views expressed in this paper do not necessarily reflect the views of the MOD



Daring's dusty not rusty

LOOKING at the picture *Big Bigger Biggest* (pages 2-3, July) I was puzzled at the appearance of the side of HMS Daring.

Is the colour scheme the new camouflage or is it, as it looks, pure rust?

If the latter then it would seem that the standard of pusser's grey has gone downhill rather a lot in recent years. In front of the Americans.

In my day every effort would be made to make us look extra tiddly!

Even to the point a quick touch-up of the side regardless of wind or rain. Even so, still a great picture.

– R Lovesay (ex seaman PO, 1968) Poole, Dorset

Lt Thomas Gell, Fighter Controller 2 in HMS Daring, told *Navy News*: “The orange tinge in that photo is caused by the high levels of dust in the air in the Gulf during that time of year.

“Sandstorms are also a regular feature of

this region which can totally cover the ship in minutes.

“Wash-downs of the upper deck are conducted regularly by the ship's company, however in a few hours the ship regains her slight orange tinge.

“During a routine two-week self-maintenance package at the mid-point of the deployment the ship was completely repainted.

“Daring is in excellent condition at present and has little or no visible rust, even now after six busy months of deployment on operations.

“On a different note, the days of simply slapping grey topcoat onto rust patches for short-term aesthetic gain are long gone.

“This would lead to even more severe rusting down the line.

“Royal Navy maintenance procedures have moved on to provide more efficient rectification for long-term preservation rather than cosmetic painting.” – Man Ed

Gregory was peckish, Ava was alluring, and Andrew was American

A LETTER in July posed questions alongside a photograph of Gregory Peck.

You were right in surmising that it had to do with the making of the film *On the Beach*.

The submarine used was HMS Andrew and we were used as the USS Sawfish in August 1959 for all the bridge scenes and whilst under way leaving Melbourne.

Gregory Peck visited the boat several times before shooting began and somehow it became known that he liked Toad in the Hole, so on each occasion the chef made him one specially.

Ava Gardner also visited whilst we were alongside at HMAS Penguin.

When offered some white overalls to change into she declined the use of the wardrobe and stripped to her undies in the middle of the control room.

You can imagine the looks on everyone's faces but she just went ahead and changed.

A further bit of little-known information is that this was the time when Hawaii joined the United

States, becoming the fiftieth state.

As USS Sawfish, we flew the new flag before any US warship, which apparently didn't go down well with the US Naval Authorities.

– Alan Coombs, ex PO, Maidenhead, Berks

...DURING the summer of 1950 my then fiancé was in Royal Naval Barracks in Portsmouth and Gregory Peck was making *Horatio Hornblower RN*, part of which was filmed in the dockyard.

Some of the men in RNB were given the opportunity to be extras in the film for one day, the tallest to be ‘officers’, the next tallest ‘marines’ and the shortest to be ‘sailors.’

Almost at the end of the films a squad of ‘marines’ march past Victory and Gregory Peck goes aboard – the extras were paid £1 for the day's filming.

Perhaps the photograph was taken during the star's time in Portsmouth, I believe he visited ships and establishments at the time.

– Shirley Haig, Bradley, North Yorkshire

Why are veterans forgotten this Jubilee?

HAS EVER an award of a celebratory medal been handled any worse than the issue of the Queen's Diamond Jubilee Medal?

Veterans with rather more than the limit of five years' service to qualify (as in the terms for serving personnel, the police, firemen, indeed all the ‘emergency’ services) have been snubbed by the Government, and denied the medal to celebrate their service to the Crown.

The reason given is it would have cost too much to award it to all the Armed Forces veterans although no details of likely costs have been made public.

Yet already we find many in the ‘emergency services’ ready to sell their medals, for which the Government has stood the issuing costs.

Presumably those issued with the medal and now selling it still retain the right later to wear a copy?

Why have veterans not been at least given a ‘right to wear’ in which case they buy the award from the internet auction sites from those who have no pride in the award?

Indeed, why was it so difficult to allow an award to go to veterans who could apply for it through the MOD (and even pay for it)?

Is it really too late to authorise an issue of this Jubilee Medal to veterans – which, of course, would also go to those Service personnel who have been injured in their service, but who are no longer serving and have similarly been denied the award?

– Peter Rickard, Chard, Somerset



A princely ship

OVER the years there has been a column in many issues of *Navy News* about the Ton-class minesweeper/hunter, which is a good thing as I served in a couple of them in the 1970s.

What gets my back up is that when they talk about the Ton-class, they always have to mention that the Prince of Wales served on board HMS Bronington.

This I understand, but I served on HMS Highburton at HMS Lochinvar, which the Prince of Wales joined to do his training.

Why is this never mentioned?

It is very important to those who served on board, and to the future of our history books.

On the outside structure on the bridge we had a crest saying “By Appointment Only”.

I have never read or seen any photos of this occasion, and would love to.

– J A Hurst

I couldn't find any photos of that occasion, but here's one of her, with her open bridge, flying her paying-off pennant in Portland in February 1972 – Man Ed.

Life in the old gunners

THE forerunner of 148 Commando Forward Observation Battery (July, page 39) was the Combined Operations Bombardment Unit formed at HMS Dundonald 11 (Troon) in 1942.

RN Telegraphists and Signalmen together with Royal Artillery officers made up the various operational parties.

A record of all operations from Madagascar to Burma via the Med and Normandy is to be found in the book published by the unit.

The book *Soldier Sailor* details all the landings carried out by the unit. Annual reunions were held from 1946 to 2000.

The Amphibious Bombardment Association now organises all similar meetings.

I'm glad to say that a few old COBU telegraphists still keep in touch.

– George Gingell, Tunbridge Wells, Kent

Anyone got a telegram yet?

IN JUNE 2012, Rear Admiral Sir Morgan Morgan-Giles was 98.

He is the oldest flag officer and has spent over half his life as an admiral, he also happens to be the oldest former MP.

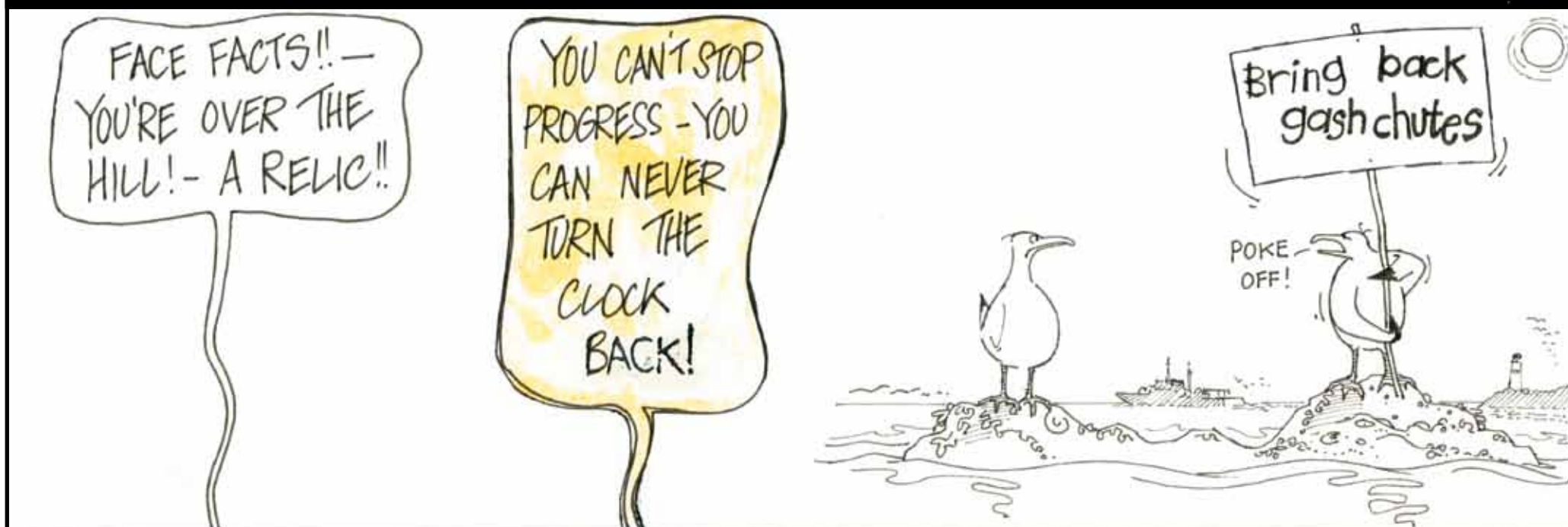
I wonder who the oldest living

former sailors and marines are? How many centenarian officers, matelots and marines are reading this letter in *Navy News*?

– Lester May (a mere sprog by comparison!) Camden Town, London

CLASSIC JACK

BY TUGG



● HMS Liverpool ploughs through the waves in a memorable shot taken by LA(SE) Darren Oswald, whose portfolio won him the RN Amateur Maritime Award in this year's Peregrine Awards.

A ship for all seasons

SITTING here in Leach Building, looking across the water at the former mighty HMS Liverpool while reading your June edition, I notice that once again HMS Liverpool features in your paper.

It has been with enormous pride that I have followed my old

ship in your various articles and believe possibly we have featured somewhere in your newspaper every month for the last year - is this a record?

— Cdr Colin Williams,
Leach Building, Whale Island,
Portsmouth

A trawl through our archives proved that HMS Liverpool did indeed appear every month from April 2011 to May 2012 – and now August 2012 too.

Whether this is a record I don't know, but the more pictures of T42s the better – Man Ed.

Big Sylvia, the sailors' siren

THE things ex-matelots think about while weeding their gardens! (Bob Dixon's letter in July asking what happened to Sylvia?)

Big Sylv was seen most nights in the Lennox pub, near the town station. I remember seeing her one night sitting on the top of the jukebox.

It was playing *Johnny was a Joker*, but Big Sylv was singing *Johnny was a Stoker*.

I do know that she married a three-badge stoker from Scotland and that after they married her husband sent her up to live in Scotland with his mother. I think that was in the late '50s or early '60s.

Now Sylv had a mate called Geordie Joyce who also spent most of her time in the Lennox with Jack.

While Sylvia was in Scotland Geordie Joyce found out that Sylv's husband was playing away, so she wrote to Sylvia and put her in the picture.

Big Sylv was on the next train back to Portsmouth to sort new husband out.

The next thing we knew was that she was back in the Lennox sitting on top of the jukebox.

What happened to the hubby

I don't know.

I've had a look at the Marshland Maritime Museum's old paper cuttings from Portsmouth from that time to see if Big Sylv or Geordie Joyce got a mention, but no luck.

Please if any readers are in Norfolk and like all things Navy, pay us a visit, it's all free

— Mike Smith,
Marshland Maritime Museum,
Clenchwarton,
King's Lynn, Norfolk

...WITH regards to Big Sylvie, unfortunately I cannot shed any light on her history, but I can tell you that the last time I saw her she was in a side street in Southsea (I was surprised to see her so far outside her normal territory, maybe she was on a day-trip) hitting a young matelot with her right arm, which was encased in a plaster cast.

There was a bit of an audience but no-one seemed inclined to interfere.

Amongst Pompey ratings, she was a legend in her own time.

— Rick Richmond, Welwyn

...IN THE early 1970s I was serving on the Type 15 frigate HMS Ulster, based in Pompey.

The forward seaman's mess was known as the LRDG (long range drinking group) and we frequented the hostelrys of Commercial Road regularly.

The Lennox, Yorkshire Grey, Great Western and of course the Fleece (probably the most famous pub in the world at that time) to name but a few.

The point is that Big Sylv was just one of the 'social workers' who frequented the bars looking for the company of young matelots.

Others in the team were B**** Kath, Scotch Anne, Runny Old Linda and of course Slack Alice.

It was great to hear the name of Big Sylv again and I can assure Bob Dixon that when I left the Navy in 1973 her fur coat was as well-used as ever and I'm sure that Sylv was not the only thing that lived in it.

It's now nearly 40 years since I was in Pompey and I am sure things have changed a lot but the memory of these characters lives on in the hearts of ex-matelots everywhere.

God bless them for making life more bearable for young matelots fed up and far away from home.

— Graham Anderson,
Treasurer, Wigan RNA

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E-mail correspondents are also requested to provide this information. Letters cannot be submitted over the telephone.

If you submit a photograph which you did not take yourself,

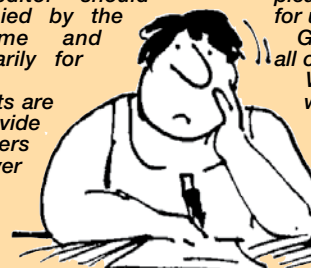
please make sure that you have the permission for us to publish it.

Given the volume of letters, we cannot publish all of your correspondence in Navy News.

We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues.

The editor reserves the right to edit your submissions.



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● HMS Ganges December 1953, with polished shovels.



● Bob Warren, second from the left in the front row, poses with Ganges shipmates in December 1953



● The Benbow Division Field Gun Crew of 1953. Photograph sent by Eddie Summerfold

Benbow's winning crew

IN RESPONSE to the letter from Ron Guthrie (July) about Benbow Division winning the Ganges Field Gun trophy in the autumn of 1953, I cannot enlighten him as to the whereabouts of the trophy.

The minute gun and limber were beautifully detailed, including the drag ropes, but not as Ron says in brass, but in silver plate.

Sadly where it is now, perhaps another reader could enlighten us?

The photograph features the trainer on the extreme right, Petty Officer Taylor, gunnery

instructor, of 64/65 classes, and on his right is the Benbow Divisional Officer Lt Cdr Hodgson attending his last function in this post; his replacement was Lt Cdr J K Lyon who, as we were to learn, lived and breathed Benbow Division.

In the *Shotley Magazine* of Christmas 1953 he said about Benbow winning the Field Gun competition: "Time and motion study was largely responsible for us winning the event."

"The timing being done by the judges and the motion by our team."

"It's a handsome trophy, which we intend to keep permanently."

Just for the record from the 2,000 Boy ratings undergoing training at the time in Ganges, eight divisions, second place was gained by Grenville, third Hawke and fourth Drake, unknown is how Anson, Blake, Collingwood and Rodney fared.

— **Eddie Summerfold**, Honorary Secretary, HMS Opossum Association, (formerly HMS Ganges, 65 Class, Benbow Division 1953-54) Bury, Lancs



● HMS Ganges, 1953. Robert Warren, who joined that year, is on the front row in the middle with a black jumper

Even the shovels shone



WITH reference to the letter from John Pittcock (July) about HMS Ganges, these are some photos taken when I joined up in 1953.

Even the dustbins and shovels had to be shone to perfection!

I hope these are of interest to your readers.

— **Bob Warren**, Avonmouth, Bristol

THE letter (June) and photo (left) from John Pittcock is indeed the passing out class from Shotley (induction training) to the main establishment.

Trainees were known as 'nossers' and when you transferred you were a 'trog' (trainee rating of Ganges).

I picked up *Navy News* when I was in the doctor's surgery and this picture took me back to 1962 when I was the next intake after this one, in September 1962.

The far right bottom row is Robin Brierley, who I served with in later years; the plaque holder was known as Tiny Tim; and on his right is R S Ferrer; behind him, I think, is Carrington; and to his left is Santer?

The officer, I believe, is Lt Cdr Bland.

I passed as a 'trog' to Hawke Division class 352 and have many photographs of that time.

— **Brian Butcher**, JRO 2nd Class



Each month Pusser's Rum are offering to courier a bottle of their finest tippie to the writer of our top letter.

This month's winner is: **Bob Warren**

Floods of memories

RON GUTHRIE'S letter about Ganges Boys (July) brought memories flooding back (excuse the pun) of the East Coast floods.

It was early in the morning of January 31 when Chief GI 'Banjo' West's dulcet tones invited the residents of 19 Mess in Grenville Division to "remove their hands from their appendages" and on socks!

No explanation was given, we were just told to grab a quick breakfast before being bussed to Trimley Marsh.

There we had to fill sandbags with earth to repair a breached sea defence. With a strong wind blowing in sleet from the North Sea, we had to work hard to keep warm.

The ground soon became a mass of mud, with holes dug for sandbags filling with water, making them a trap for the unwary.

Not an enjoyable experience, but one that I looked back on with a sense of pride and satisfaction because we had done what had been asked of us.

Many years later, I returned to the area to see whether our work had stood the test of time.

I enquired at a farm, where a lady gave me directions, saying I would be disappointed, but did not say why.

Imagine how I felt when I saw that the farmland we had worked so hard to protect had been flooded on purpose, and was now a fishing lake!

With regards to the fire aboard the Kronprinz Frederik, it happened on April 19 1953 when she was alongside Parkstone Quay, and was not related to the East Coast floods.

— **Cyril Saunders**, Drayton, Portsmouth

Wooden wall and wooden O

A JULY production of Shakespeare in the open air – it conjures up the image of a balmy summer evening and a great play unfolding as the sun sets and the stars rise over the stage, *writes Sarah Fletcher*.

Such a vision is the triumph of hope over experience, of course, and never more so than this summer.

The elements did their best to put a damper on the Royal Navy Theatre Association's first open-air production, *Much Ado About Nothing*, which opened on a cloudy, cold, and windy Portsmouth evening in mid-July.

The association, formed from all RN establishments, usually puts on plays in one of the city's theatres, but when this venue became unavailable another one had to be found, and thus this year's production was staged in front of HMS Victory in the Naval Base.

Members attended workshops with the Royal Shakespeare Company for guidance with open-air productions, and it showed in the imaginative use of the arena, which managed to use the generous space yet retain a sense of intimacy with the actors.

The Victory Arena made a splendid venue, with Victory as a backdrop and HMS Illustrious off-stage.

This worked particularly well with the updating of the action, which made the men a troop of Royal Marines returning from Afghanistan, and (a particularly happy touch) turned Dogberry's bumbling troop of constables into a Naval Shore Patrol.

Stoically undaunted by the weather, the players of the RNTA presented a lively and thoroughly enjoyable performance which almost managed to make the audience forget the elements.

Much Ado is a play that relies very much on the spark between two of the leading characters, Beatrice and Benedick, played here by Sarah Miatt and Tim Stokes, and they had plenty of the right chemistry.

There was a shade of Miranda Hart about Beatrice in the scene in the orchard with some very physical business with a washing line, and a shade of Hugh Laurie at times in Tim Stokes, but generally the shafts of wit were confined to the dialogue, and both made the most of their lines.

This, according to the programme, was Tim Stokes' first foray into Shakespeare, a fact that was hard to believe when he spoke the language so trippingly on the tongue.

If it really was his first, it should not be his last – he is a natural and made every word count.

Randy Vince, as Leonato, held the cast together as an imposing presence and a Shakespeare stalwart.

There were many very good performances, too many to list here, although special mention must be made of Jane Blatch-Gainey's very funny Dogberry, played as a female Petty Officer in an inspired piece of casting.

There was another notable first – this was Philippa Sargent's first full-scale production, and as such a notable debut.

This production was not only a first for the association, it led the way for a new venture for the Dockyard, which over the summer will present a series called 'Dockyard at Dusk' with more open-air entertainment, including Macbeth and the RMA Concert Band this month.

See www.historicdockyard.co.uk/dockyardatdusk for details.

Beach is cleaned

INTERNATIONAL students training at Britannia Royal Naval College have been practising their teamwork and leadership skills while helping to keep Britain tidy.

The six cadets, from Iraq, Kuwait and the United Arab Emirates, spent a day cleaning the beaches at Scabbacombe, Oddicombe, Babbacombe and Watcombe, collecting ten sacks of rubbish in support of the Keep Britain Tidy Beach Care project.

● Visitors gather on the flight deck of HMS Illustrious for a demonstration during Families Day

Pictures: LA(Phot) Dean Nixon



Families learn about life on the high seas

THE Nation's high readiness carrier swapped her helicopters and Royal Marines Commandos for mums, dads, sons, daughters and assorted other relatives as they enjoyed a families day at sea.

HMS Illustrious hosted just over 800 relations, providing a unique and exciting opportunity to gain an insight into life on board a Royal Navy warship at sea.

With the weather remaining fair, the visitors spent most of the day on the ship's flight deck.

Although many of them had experienced waving to the ship from Portsmouth's famous Round Tower, this was a rare chance for them to wave to those on the Round Tower from the ship.

The carrier sailed to the south of the Isle of Wight, where families enjoyed flying demonstrations from Fleet Air Arm Lynx Mk8 and Sea King Mk4 helicopters as well as fire-fighting demonstrations by the ship's company.

LS Andrew Cumbers said: "My family had a fantastic day and very much enjoyed the opportunity to get an insight into what I do when I'm away with Illustrious at sea on deployment."



● Sailors put on a fire-fighting display for Families Day on board HMS Illustrious

Bristol hosts trainees Buddhist gathering is outgrowing venue

PHASE 2 officers and ratings from HMS Collingwood have spent a team-building weekend undertaking adventurous training at HMS Bristol and the RN Sailing Centre.

Participants had a wide range of activities to choose from, including yachting, kayaking, rowing, dinghy sailing and gliding, the latter taking place at the former HMS Daedalus site in Lee-on-Solent.

All were accommodated on board the Type 82 destroyer HMS Bristol, which is permanently moored to a berth at Whale Island in the upper reaches of Portsmouth Harbour.

That gave them an early taste of what they expect when they deploy to sea – even down to the questionnaires which are given to sailors when they join a new ship.

Although AT took up the bulk of the day, there was still time for an evening barbecue, followed by a quiz in the Junior Rates' dining hall at HMS Excellent.

Team Britannia took the laurels, while the staff team, allegedly hampered by the contemporary nature of many of the questions, slipped down the pecking order.



With the group split into teams there was scope for a little serious competition – and so at midday AT activities ceased and a regatta was staged, with canoe, dinghy and rowing races planned.

Team Conqueror took an early lead after the canoe race, but the dinghy race was declared void as crews struggled with

the conditions, and the rowing replaced by a kayak race (complete with mud run).

Team Neptune was declared the winner of the Cockerel Trophy, and the event – run for the first time this year and watched by several VIPs from Collingwood – looks set to become an annual feature.

BUDDHISTS from across defence gathered at the Armed Forces Chaplaincy Centre for their best-attended conference so far.

More than 50 delegates attended this, the sixth such gathering, travelling from as far afield as Germany to take part.

The conference serves the needs of the Armed Forces Buddhist community and for anyone interested in finding out about the religion, which has no requirement for, but does not preclude, a belief in a creator god.

Oversubscribed by 100 per cent, the conference organisers had to work hard with Amport House staff to ensure the event ran smoothly – and full credit goes to L/Bdr Tina Crowley, the Vice Chair of the Armed Forces Buddhist Society, for stepping in at the last minute.

Although sad to leave Amport House, where they have been well looked after over the years, it is likely that next year's conference will be held at a different location to cope with increasing demand.

An array of inspirational talks

Exhibition of planes – and a table

A NEW exhibition at the Fleet Air Arm Museum at Yeovilton has put on display what it bills as the largest collection of Falklands aircraft.

Falklands 30 includes two Sea Harriers, the Sea King piloted by Prince Andrew and a captured Argentinian Agusta 109 helicopter, later used by British forces.

One of the more unusual exhibits is the underside of a table.

It was regularly used as a shelter on board RFA Fort Austin while she was under attack, and those sheltering beneath it added graffiti to the underside – one example reads "Lt Rayner 826 Squadron did on 25th May 1982 hide his timorous [sic] body under this table yet again believing that if he couldn't see the Mirages, they certainly couldn't see him."

Decade of Courageous

THE success of a decommissioned nuclear-powered submarine as a visitor attraction for the past ten years has been marked with the unveiling of a tribute to deeps who died serving their country.

The former HMS Courageous has attracted hundreds of visitors to Plymouth, and a ceremony was staged on board to mark the unveiling of a memorial board on the jetty listing every RN submarine lost in war and peacetime.

The launch of the board on the jetty was conducted by Cdre Jake Moores, who commands the Devonport Flotilla.

Cdre Moores, who served in the submarine in 1986-7, said: "Courageous is a fantastic refurbishment. This boat was there during the Cold War."

"The association can be justifiably proud of the work it has done to restore the only former nuclear-powered submarine open to the public this side of the Atlantic."

Merry Christmas

THE sun finally breaks off, people hit the beach – clearly it is time to start planning for snow, roasted chestnuts and a Dickensian Christmas.

It is only four months till Portsmouth Historic Dockyard dusts off the tinsel and rolls out its traditional Victorian Festival of Christmas, in aid of the Royal Navy and Royal Marines Charity, which this year marks the 200th anniversary of the birth of Dickens.

Early bookers can save more than 15 per cent on the price of entry to the event, which runs from Friday November 30 to Sunday December 2.

See www.christmasfestival.co.uk



● **ABs Steven Tuohy (left), Adam Craggs (right) and Ben Lamb (front) painting one of the door frames inside the Portsmouth Deaf Centre**
Picture: LA(Phot) Jason Ballard

Illustrious lightens up the Deaf Centre

THE men and women of helicopter carrier HMS Illustrious decided to turn their hands to good deeds, and duly hefting their paint brushes headed over to the Portsmouth Deaf Centre to offer their services in sprucing up the place.

Thirteen of the ship's company headed out to the centre for the day but quickly realised that they would need more than one day to do all that had to be done. And their paint supplies ran out at midday.

Supplied with a further £50 from the Centre's scant resources, one of Illustrious' petty officers set off to buy the paint. The senior rate explained the dire situation to the store managers, and was donated 30 litres of paint free of charge by both B&Q and Johnson's.

The next day, Illustrious' numbers were bolstered by nine extra bod-ies, who all set to work brightening up the centre before its open day.

Ann Devaney, on the Centre's committee, said: "The Deaf Centre is struggling for funds and want the centre to stay open. We need help with funding and would like to hire the centre out."

"The Portsmouth Deaf Association and trustees would like to give a big thanks to HMS Illustrious for doing a grand job on the centre, get-ting it to look much fresher and brighter again."

Another committee member Gina Perryman added: "I would just like to thank you for all your hard work. I know everyone that came to the open day thought it was brilliant."

"If it wasn't for you and your crew most of the work wouldn't get done – so thanks again. We hope to see some of you at the Deaf Centre in the future."

Want talent? Look to Yeovilton

SPECIAL guest stars appeared at a RNAS Yeovilton fundraising event, raising money for the Royal Navy and Royal Marines Charity.

Britain's Got Talent stars dancing duo Stavros Flatley – they didn't win, but then again they were up against singer Susan Boyle and dance troupe Diversity, so third place is more than respectable – were joined by other Yeovilton denizens with stars in their eyes.

Airmen and marines on the base took up the challenge, all the brainchild of Lt Becky Curtis.

She said: "It was hard work to start with, but ask any sailor to stand up on stage and show off to his mates... Well, there was no stopping the talent coming out of the hangars and workshops."

"I'm genuinely surprised at the high quality we've unearthed."

The audience of more than 160 were treated to an impressive array of unsung talents, but the *X-Factor*

style auditions narrowed the field down to three close contenders.

In third place with a string of bad mother-in-law jokes and a fine repertoire of one-liners was Lt Matt Price of Commando Helicopter Force.

Second place went to Lt Fred Durrant, a pilot of 845 Naval Air Squadron, for his distinctive – but not necessarily melodic – version of Stevie Wonder's *Superstition*.

But the winner, with his smooth delivery of John Legend's *Ordinary People* was LPT Joe Thornton.

The evening concluded with the professionals as Stavros and son took to the stage, bringing the house down and the audience to their feet – with some aid from Base Warrant Officer WO1 Steve Uzzell, who we are told was spotted "funking his stuff across the boards".

The evening raised £1,000 for the Naval charity.

Three go mad in Mongolia

THREE Royal Navy Airmen are preparing their equipment, minds and bodies for the adventure of a lifetime.

Lieutenants Will Scown and Jon Ford, and PO Tex Marshall have signed up for the fabled Mongolia Rally Challenge 2013 – and now the reality of what they face is beginning to sink in.

This time next year, the intrepid trio will be driving a one-litre, 10-year-old Nissan Micra across Europe, over the high plateau of Central Asia and finally into Mongolia, a total distance of more than 10,000 miles.

Starting at RNAS Culdrose, they will drive to Goodwood race circuit for the start, then proceed by ferry from Portsmouth to Santander.

Once in Spain they head through the Pyrenees to Lourdes, then Grenoble and the Alps, continuing through to Switzerland and Austria and then on to the Prague checkpoint.

After checking in, they will make their way through Slovakia, Hungary, Serbia and into Romania to drive the Transfagarasan Highway, regarded as the greatest road in the world.

They will then proceed through Moldova, enter the Ukraine and head for Kiev to pay a visit to Chernobyl before Russia, through Kazakhstan, Uzbekistan, Kyrgyzstan, back into Kazakhstan, and back into Russia before the final 1,000-mile stretch through



● **Lt Will Scown, Lt Jon Ford and PO Tex Marshall**

Picture: PO(Phot) Mez Merrill

Mongolia to the finish line.

The record to break is two weeks, although the holders took a fairly direct route across Russia without much sight-seeing.

"Once leaving Europe we face a further 5,000 miles of some of the most treacherous roads in the world, and some of the most erratic fellow drivers!" said Tex Marshall.

He added: "There have been fatalities on the road and numerous injuries, there is also the prospect of encountering

banditry and the issue is – it's just us. No back up."

Perhaps the worst aspect for the three men, all six footers, will be living for four weeks in and out of a tiny Nissan Micra, with no overnights in hotels or spas. The plan is to camp by the roadside or sleep in the car all the way.

The three, who are all based in RNAS Culdrose or Yeovilton, plan to raise money for the RNRMC. Their target is £10,000 and they are already £2,000 towards it, with 13 months to go.

Don cycles for the wounded

AMONG a team of injured servicemen pushing their bodies to the limit as *Navy News* went to press was former Royal Marine Don Maclean, who was taking part in a gruelling cycle race despite his severe leg injuries.

When Don was injured by an IED in Afghanistan, the blast was so severe that it shattered all of the bones in his lower legs.

After 11 operations Don was able to get back into the saddle and compete in the Race Across America. He is now taking on the awesome Trois Etapes – Three Alps – challenge, as part of the Walking with the Wounded team.

The Trois Etapes is a three-day cycle race over three of the most imposing Alpine stages of the Tour de France, routes which strike fear into even fully fit professional cyclists when they compete.

Charity teams, led by professional cyclists including the 2008 Tour de France winner Carlos Sastre, do battle over the course which includes 3,000m altitude climbs and distances of more than 100km a day.

Don said: "It's quite daunting when you look at the distances and climbs, but this team is highly motivated."

Paul's memorable moments

AS *Navy News* went to press, CPO Paul Swaby, from HMS Temeraire, was preparing to swim, run and cycle in aid of the Not Forgotten Association.

Paul, supported by PO Baz Woodley, intended to swim a mile, run five miles and cycle 20 miles to raise funds for the charity, which provides entertainment and recreation for the serving wounded and ex-Servicemen and women with disabilities.

Ben's big swim

EIGHT-year-old Ben Donohue loves swimming. He wants to use his hobby to help a boy he has never met who urgently needs funds for medical treatment.

Ben, whose father is a clearance diver serving in Gibraltar, hoped to swim around the Rock, but under health advice it was decided he should do the four-and-a-half miles in a swimming-pool.

Ben's father, CPO(D) Paddy Donohue, said: "Ben is quite a gifted little swimmer and is determined to do this for Jamie Inglis, a kid whom he does not even know."

"This is the young boy's last

chance in life as he has cancer and needs to receive the treatment, which is costing £250,000.

"The big part of this is that it's a massive challenge for an eight-year-old, but he believes that his few hours of pain is nothing compared to what this little boy has suffered so far."

Also taking up the challenge in Gibraltar is Staff Sergeant Rob Records, who plans to run on a running machine until Ben finishes, which will be around five hours.

The aim is to raise £5,000 for the charity. To donate, go to www.justgiving.com/roadtopool

Cat has a big brainwave

WHEN HMS Ledbury was about to make her way from the Mediterranean home to Portsmouth, ET(WE) Cat Deeley had a brainwave – why not cycle the equivalent distance on the ship's exercise bike?

After calculating the total distance at 1,110km, Cat got to work to persuade the ship's company, and devised a routine so that every volunteer had half an hour on the bike over the five days until the ship returned to her home port.

Cat said: "We started on the Monday at 1900 hours and ended up completing the distance at 1030hrs on Thursday, one day early."

The exercise bike was in use for 34 hours, and among the record-breakers in the ship's company of 43 were S/Lt Duffy for best distance in a 30 minute slot, at 20.1km and AB(D) Parker and S/Lt Duffy for the longest distance (100km each).

All the money raised will go to one of Ledbury's official charities, St Michael's Hospice in Hereford.

Paul gets on his bike

CHIEF PETTY Officer Paul O'Shaughnessy cycled back to his roots when he left Portsmouth to pedal 300 miles to his home city of Liverpool.

Paul, currently based in HMS Collingwood in Fareham, was making the journey to raise money for the Royal National Institute of Blind People, as his mother recently lost her sight because of macular degeneration.

Paul's mother attends Bradbury Fields for the Blind, in West Derby, and Paul cycled straight there when he arrived in Liverpool.

After spending some time with her and meeting volunteers at the centre, he finished his journey by cycling to the Liver Building.

Paul said: "I started this journey at HMS Victory, in Portsmouth, and I wanted it to finish at another important landmark for me."

"Portsmouth was the first city I served in when I joined the Navy in 1982, and the Liver Building represents the city of my birth and the place I call home."

At 46, Paul knew the journey would be challenging, but he trained hard and enjoyed cycling through some of England's most beautiful countryside.

To sponsor Paul, who is raising money for the RNIB and also the RNRMC, visit his website at: justgiving.com/Paul-O-Shaughnessy

Defender brings cheer to sports day

A GROUP of sailors from the new Type 45 destroyer, HMS Defender, visited one of their favourite schools, Kelbourne Park, to present a cheque and cheer on their sporting efforts.

The school, in Glasgow, provides nursery and primary education for children with physical impairments.

It is affiliated to HMS Defender, whose sailors raised more than £1,400 to spend on 'eye gaze technology' to help the children control their environment using eye movements.

The day presented an opportunity for the ship's company to forge strong links with their affiliated school and the ten-strong team of sailors proved a huge hit, helping out with activities and cheering on the teams taking part in the annual sports day.

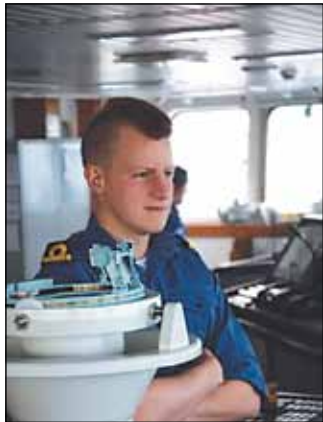
Headteacher Andrea MacBeath said: "I would like to thank the crew of HMS Defender for helping out at our sports day and for the fantastic amount raised for the school."

"The children all enjoyed having the sailors here to cheer them on and it all made for a great day."

HMS Defender's Commanding Officer, Cdr Philip Nash, said: "It was a real privilege to bring members of my ship's company here and get involved in all the fun of Sports Day."

"We are extremely proud to be Glasgow's Type 45 destroyer and contributing to Kelbourne Park School through fund-raising and activities such as this provide us with the opportunity to give something back to the community that supports us so well."

A team of sailors raised money for the school and charity Dream-a-way, riding 580 miles from Glasgow to Exeter, naming the long cycle ride Operation Lanterne Rouge.



Enterprise pities the fool...

SOME days you just wake up and think: "B A Baracus mohican time!"

Not happened to you? Well, it did to Sub Lt Stuart Lee who alleviated the tedium of a long sea passage on board survey ship HMS Enterprise with a spot of fundraising.

Rather than the usual charity fundraiser he decided on a different approach.

He promised the ship's company that for every £50 they donated, he would be the proud bearer of a mohican haircut for three days.

In total, the ship pledged over £200, which meant that Stuart kept his mohican (or mohawk in American parlance) for a 12-day transit from Barbados to Faslane, much to the amusement of sailors on board as they spotted the coiffured junior officer going about his duties.

The concluding act in his hair-raising (and fundraising) adventure was the removal of the mohican to the highest bidder. The operations officer and Engineer went into a bidding war for the honours, and in the end settled on shaving half of his scalp each.

All money raised went to the ship's charity – the Primrose Breast Care Centre at Derriford Hospital.

Lt Tim Hall RNZN on board Enterprise said: "Thankfully, Stuart's follicles grew enough hair for him to return back to a haircut more appropriate to an officer in Her Majesty's Royal Navy by the time landfall was made."

So we thought we should take the chance to make sure the pictorial record lives on...

Cockleshell recalled for H4H

THE achievements of World War 2's Cockleshell Heroes remains an inspiration – the latest effort has been undertaken for the daring raid's 70th anniversary.

Russ Timpson, father of two Royal Naval sailors, has been joined by Christian Stanley and Kevin Davis to follow in the wake of Major 'Blondie' Hasler and Bill Sparks – a 70-mile kayak followed by a 100-mile walk. Not bad for a team all aged over 40...

The three men are raising money for Help for Heroes, and you can show your support by visiting: www.bmycharity.com/cockleshellheroes2012.

Springclean from BRNC

THE officer cadets of Sutherland Division at Britannia Royal Naval College headed out to Flavel Arts Centre in Dartmouth for Operation Springclean.

The 23-strong team were put to work painting the projection room and powerwashing the outside of the building, along with general maintenance work.

The team at Flavel were thrilled with the efforts of the cadets.

Douggie runs dry and high

AN unusual celebration of the Diamond Jubilee took place in Afghanistan at the instigation of Cdr Douggie Ward as *Navy News* went to press.

A keen marathon runner, Douggie organised a 60km race around Kabul to mark the Queen's anniversary; one km for every year on the throne – all to raise money for the Royal Navy and Royal Marines Charity and the Royal British Legion.

The Naval officer, currently deployed as a legal adviser for ISAF Joint Command, said: "I have never run 60km before and I'm running on my own, although colleagues will be joining during some sections to give me a boost."

"My main challenge will be slowing my pace to run slow enough to complete the course without stopping."

"The altitude makes training for the run hard but I try to jog between 50 and 70km a week, so I do feel confident that I can do it in a good time."

He added: "I have deployed across the world with the Royal Navy, including Iraq and also Afghanistan in 2001. But so far my favourite draft has been this one in Kabul – I have been able to visit most of the country as part of my duties, and I have been involved at the cutting edge of operational law."

This isn't the first Kabul fundraising effort by Douggie. Earlier this year he competed in – and won – the KAIA marathon,



● Cdr Douggie Ward (right) and Major Dominik Rind of the German Air Force at the end of Douggie's winning run of the KAIA marathon (and half marathon)

where he raised another £845 for the RNRMC.

He completed the ten lap marathon in a total time of three hours four minutes, 15 minutes ahead of his nearest rival Major Dominik Rind of the German Air Force (both are pictured together above).

Douggie didn't quite beat his personal best of just under three hours, but the conditions of the

2011 Loch Ness Marathon were likely a little different than the altitudes of Afghanistan...

However he can compensate himself with the fact that while running and winning the KAIA full marathon, he simultaneously won the half-marathon.

To support Douggie in his massive running efforts, please visit www.virginmoneygiving.com/douggie_ward.



● Jemma Lewis, Amy Tardelli-Brown and Georgina Woodcock joined by Royal Marines before starting their fundraising walk from CTCRM Lympstone

Adam has his angels

MARINE Adam Brown of 40 Commando was killed in action in August 2010 in Afghanistan, but his wife is dedicated to keeping his memory alive at a beach hut in Mudeford to be called Adam's Hoofing Hut.

Adam's wife Amy Tardelli-Brown, along with friends Jemma Lewis and Georgina Woodcock – known as Adam's Angels – walked from the Commando Training Centre at Lympstone to Mudeford in Dorset to raise money for a beach hut in Adam's memory.

The three women set off to walk the 115 miles distance to the sounds of the Military Wives choir who sang them on their way.

The family are determined to buy a beach hut in Mudeford, one of the more expensive places to buy a hut but the place that Adam always visited to recuperate.

Gordon Bennett, it's Gordon Banks

THE Warrant Officers and Senior Rates of HMS Collingwood were delighted to host world-famous footballer Gordon Banks as guest of honour at their annual mess charity dinner.

The goalkeeper signed various footballing items which were auctioned at the end of the dinner to raise money.

The signed 1966-replica England goalkeeper shirt was

auctioned for £206, a hefty chunk of the £671 raised on the night for the Royal Navy and Royal Marines Charity.

CPO Darren Emmerton acted as host for the evening, saying: "Mr Banks wowed us with his stories of his childhood, winning the World Cup in 1966 and the greatest save of all-time stopping Pelé in the 1970 Mexican World Cup finals."

Mess social secretary Wiggy Bennett said: "It was quite overwhelming meeting such a football legend; even now he has so much passion for the sport and speaks with so much excitement of his footballing stories that leave you hooked and wanting more."

"I think that people doubted the actual Gordon Banks was going to the dinner – but they were not left disappointed."



● Leading Naval Nurses Laura Fallon and Samantha Marsh

Nurses run a baker's dozen

TWO Naval Nurses, LNN Laura Fallon and LNN Samantha Marsh, have taken on an epic challenge, choosing to run 13 half-marathons through 2012, throughout raising money for the Royal Navy and Royal Marines Charity.

The duo are both keen runners, but decided this charity challenge would be a great way to test their mettle and raise funds for the worthy activities of the RNRMC.

As *Navy News* goes to press, the two are more than halfway through their challenge, with six half-marathons under their belts.

That's in amongst training for their upcoming deployments and their career courses...

They began their marathon task at Bideford on March 4, swiftly followed by Falmouth, then on up to Telford.

Back down south they tackled the Tavistock Tavy 13, then on to Lichfield.

In addition they have notched

up the Torbay and Adderbury half-marathons.

They recently ran the Plymouth half-marathon – an essential on their wishlist as Plymouth is the hometown for both nurses.

We are told that the Plymouth half-marathon is known as 'the hilly run', and its last stages up and along the Hoe have taken their toll on many runners.

But on their home turf, the two nurses finished in style with excellent times.

The rest of the year offers no slack for the running duo: already planned are Kenilworth, Bristol, Cardiff and Gosport half-marathons.

But keen counters among you will have noticed that's only twelve so far.

The baker's dozen will be rounded off with one more; but exactly where and when is yet to be determined...

Pledge your support online though virginmoneygiving.com/team/samandlaurab

Strongmen lift more than a minehunter

THE Spartans gave us the immortal 300. Royal Marines and sailors went 100 better...

Ten Royal Navy and Royal Marines powerlifters completed a 400-tonne challenge in the heart of Exeter to highlight the sacrifices made by British Forces in Afghanistan.

The target was for each man to lift 40,000kgs in weight over a four-hour period – the total of 400 tonnes or 400,000kgs was selected to highlight and reflect the loss of more than 400 Britons in Afghanistan over the past decade.

The lifting in Princesshay Square was performed using the three powerlifting disciplines: squat, bench press and deadlift. Each set of 10x100kg repetitions equated to one tonne.

The end result?

The lifters smashed their target: in all the men raised 559 tonnes – over 1.2 million lbs in old money, or more than a Sandown-class minehunter (484 tonnes) or 74 London double-decker buses – thanks to some awesome lifting by every participant.

The strongmen were supported by veterans from the Exeter branch of the Royal Marines Association, led by chairman 'Jumper' Collings whose team did a fantastic job in collecting £1,400 on the day alone.

A 'fanfare team' from the RM Band was terrific in both drawing in the crowds and supporting the collection effort. Volunteer recruits from Hunter Company at CTCRM in Lympstone manned a RM careers stand and were very happy to be asked to lay out a full kit muster.

The event has raised over £3,500 for the RM Charitable Trust Fund which supports all members of the Corps past and present and their families.

You can still donate (and check out the ugly lifting shots...) at www.justgiving.com/400.

Anyone interested in the growing sport of powerlifting should contact Maj Steve Congreve RM on 07958 295300 or steven.congreve258@mod.uk or look up the RNPA website or contact the team via Facebook.



Professor returns to his roots

A LEADING Naval historian returned to his roots when he spoke to Officer Cadets (OCs) at Britannia Royal Naval College.

Prof Eric Grove (above), Professor of Naval History at the University of Salford, began his career as a lecturer at Dartmouth 41 years ago.

This time round he delivered a one-off lecture to an audience of around 100 OCs and instructional staff on the last 40 years of the Royal Navy.

Prof Groves, who has a worldwide reputation in the fields of naval history and contemporary maritime strategy, was appointed a civilian lecturer at Dartmouth in 1971, moving on in 1984 having attained the position of Deputy Head of Strategic Studies.

The professor said: "At a time when the Royal Navy has suffered from very serious cuts it is important to point out that the Service has overcome similar challenges in the past and that even when, as in the 1970s, it seemed there was nothing but cuts, the foundations were being laid of a future Navy, one that was strong enough to win the Falklands War.

"This was true when I joined Dartmouth and it must be hoped that, despite current major financial challenges, it is still true today.

"It is always a special experience to return to the College, which I shall always regard as a spiritual home.

"From what I can see, the quality of the future naval officer and his or her training has never been better."

■ The Grove Review – p45

Aviator hits 1,000th hour on operation

REACHING your 1000th flying hour is an achievement for any Naval aviator, but when you do it you might as well do it in style.

Like PO Leigh Williams did – whilst deployed as a Merlin aircrewman on operations with HMS Westminister east of Suez, having successfully disrupted three pirate action groups and seized millions of pounds worth of illegal narcotics.

"This has certainly been one of the busiest deployments I have undertaken in my time, and I have enjoyed every second of it," said PO Williams, of 829 Naval Air Squadron.

Along with the rest of the frigate's ship's company, he left the UK in January, and much of the deployment has seen the nation's 'Capital Ship' conducting maritime security operations; especially in the counter-piracy and counter-narcotics fields.

PO Williams and HMS Westminister are due to return to the UK this month, and once safely back at Culdrose he is due to leave the 02 Flight and embark on a career in instruction, passing on his expertise and knowledge to the next generation of Royal Navy aviators.

His achievement was marked with the traditional presentation of a cake and a bottle of champagne by Capt Nick Hine, Commanding Officer of Westminister.



RN pilots reflect on 30 years of change

THIRTY years almost to the day after 99 Royal Navy Pilots Course received their wings at Culdrose, 13 of the 15 there on that day returned to the very spot where they began their professional flying careers to join 1/11 Merlin Mk1 Course in celebrating the award of their wings.

Admiral Sir George Zambellas – now Fleet Commander – was himself a member of 99 Pilots

Course (pictured above, left), and took great pleasure in making the award to the last pilots, observers and aircrewmembers to qualify on the Merlin Mk1 before the fleet is converted to the Mk2 standard.

In a poignant address, Admiral Zambellas reflected on how the Royal Navy had changed over the 30 years since he received his wings, but after a very difficult time following the Strategic Defence and Security Review, he said that the Fleet Air Arm now had an

exciting and challenging future.

With a replacement for the Commando Sea King and the arrival of Merlin Mk2, Wildcat and F35 Joint Strike Fighter all now shining bright on the horizon, the FAA was now set fair.

And in remarks to the large number of guests both young and old, he also praised the families and friends of the new and more senior members of the FAA for their support, without whom so much could not have been

achieved.

In a remarkable "alignment of the planets" the 824 NAS wings ceremony was but one of a number of previously-planned events at Culdrose that coincided with 99 RNP's 30th anniversary.

With the permission and strong support of Culdrose's CO Capt Willy Entwistle, the proceedings began with a Falklands 30th Anniversary Dinner and culminated in a private Mess Dinner.

Over the four days the members of 99 Course (above right) – most with a little less hair and a little more waist – along with their spouses picked up the bonds of friendships exactly where they had been when they were last together.

And whilst there was much to celebrate, there were also thoughts for Bill Murton's family – Bill was the only member of the course to have lost his life while carrying out his flying duties, and whilst he remains sadly missed, his character lives on in the memories of his friends from 99.

Members of the course came from Australia, both coasts of the USA, Thailand, the Middle East and across the UK to attend.

Four are still serving, one has only just retired and nine are either still flying (professionally and recreationally) or are in an aviation-related job.

Between them they have amassed almost 400 years of service, 70,000 hrs in the air and 19,000 deck landings in a wide variety of rotary and fixed-wing aircraft – Crabs, eat your hearts out!

Following this most successful of reunions, thoughts are even now turning to the next one.

Stream of visitors

FROM senior military officials to school students, HMS Collingwood has had its fair share of visitors in recent weeks.

The Fareham training base hosted a high-level delegation from HQ Integrated Area Defence System staff, part of the Five Powers Defence Arrangement which sees Australia, Malaysia, Singapore, New Zealand and the UK offer mutual support in the Far East.

The delegation, led by Air Vice

Dee is VIP at Sultan

INTREPID yachtswoman Dee Caffari was given the honour of inspecting more than 600 members of HMS Sultan's ship's company and trainees during Ceremonial Divisions.

In her first official engagement as Honorary Commander RNR, Dee – having recently been appointed by the Queen to hold the honorary commission – was the guest of honour at the engineering training establishment's second ceremonial divisions of the year.

The parade consisted of 28 platoons, including three passing out platoons.

Hon Cdr Caffari – the first woman to sail solo around the world the 'wrong way', non-stop – inspected the Guard, comprised of Phase 2 Marine and Air Engineer trainees, commanded by Guard Officer Lt Sarah Wetherfield, and the passing-out platoons.

An Army platoon featured soldiers from the Royal Logistic Corp and Royal Engineers, while members of Sultan's Volunteer Cadet Corps also attended.

Hon Cdr Caffari presented SSgt Walker and PO Saltmarsh with Long Service and Good Conduct medals during Divisions, while LPT Amihere was presented with the Tony Tyrwhitt-Bettridge Trophy, awarded to the PTI having made the most contribution to the furtherance of sport, recreation and PT. LPT Amihere also received a Herbet-Lott Award.

Rachel Parkin, wife of the late Lt Cdr Ian Parkin, presented the Judson-Parkin Sword to the Outstanding Officer on the Systems Engineering and Management Course, ME 09/002, in this case Lt Rachel Abbey.

Malcolm Lewis presented the BAE Systems Sword to the Senior Upper Yardman Engineer Officer judged to have achieved the best overall results on the Systems Engineering and Management Course (AE), Lt Mark Roddy.

Mark Thistlethwaite presented the AgustaWestland Sword for the highest combined results for the Systems Engineering and Management Course (Air Engineering) and Air Engineer Officer Certificate of Competence to Lt Thomas Wallis, Arnold Thompson presented the Fleet Air Arm Association Trophy to the Phase 3 LAET of the Year to LAET Hawker, Bill Jones presented the Telegraphists Air Gunners Association Trophy to the Phase 2 AET of the Year, AET Harris, and Cdre Mark Slawson awarded Commendations to CPO McCormack and LAET Church.



● From left: WO Paul Brown, trainee warfare Specialist Nathan Brown, trainee Chef Aimee Casey and WO Terry Casey
Picture: Dave Sherfield

Following in Dad's footsteps

TWO senior rates were on hand to see the next generation of their Royal Navy dynasties take the first step along their career paths.

Trainees Nathan Brown, 19, and Aimee Casey, 17, joined the Senior Service in March and have undergone ten weeks of intensive training at HMS Raleigh.

And when they marched out for their passing-out parade at the Torpoint training establishment, no one was prouder than their fathers – WOs Paul Brown and Terry Casey.

As Nathan looked forward to the next phase of his training, his father was contemplating life outside a dark blue suit – on the day Nathan completed Phase 1 training Paul, 50, was just one month from retirement after 32 years service.

"The Navy has been my life for the last 32 years," said WO Brown, whose last posting was with the Military Training Unit at Raleigh.

"It's been a fantastic life with many ups and downs.

"The Royal Navy has trained me beyond my wildest dreams from when I joined, as a young 18-year-old, with only 13 CSEs and no goals in life, and to top that Nathan has joined as a gunner-to-be – my trade.

"With him passing out just one month before I leave, I was a very emotional and proud dad standing alongside him, in what was my last opportunity to wear my best suit with all my medals."

Aimee said: "I decided to join the Royal Navy to travel and because of the experiences my parents have had and

told me about."

Terry Casey is the Warrant Officer for the Naval Service – the Navy's most senior Senior Rating.

He said: "My wife, Susan and I are very proud to see our daughter, Aimee, passing out.

"Aimee has been surrounded by the Royal Navy all her life, with her mother leaving the Service as a PO Wren in the early 1990s and myself still serving.

"Aimee has joined the Royal Navy at a great time, with the future looking really bright with new types of ships, submarines and aircraft in the pipeline and all the opportunities they bring.

"I hope Aimee works hard but, more importantly, grasps every single chance she is given to do something special and out of the ordinary."

Trainee officers study memorials

TRAINEE Naval officers have made a poignant visit to the National Memorial Arboretum in Staffordshire.

The fledgling officers made the trip to Alrewas during the second 'marinisation' phase of Initial Naval Training (Officer).

Staff see the unique environment of the NMA, which honours service and sacrifice, as offering a unique learning environment.

Prior preparation and individual research ensured students fully appreciated the realities of service.

The Officer Cadets focused their preparation on specific memorials, providing an explanation to their colleagues in turn.

One was the 'Shot at Dawn' Memorial, commemorating the 306 British and Commonwealth soldiers who were shot for cowardice or desertion during World War 1.

Most were sentenced after a short trial at which no real opportunity for defence was allowed – and today it is recognised that many of them were under-age and suffering from shell-shock.

Andy De Comyn's statue is modelled on Pte Herbert Burden, of the 1st Battalion Northumberland Fusiliers, who was shot at Ypres in 1915 aged 17.

In 2006 a posthumous pardon was granted.



● Officer cadets are briefed at the 'Shot at Dawn' Memorial



Top US prize for RN officer

A ROYAL Navy officer has been awarded a leadership prize by the US Navy.

Cdr John Craig (*above*), the former Commander of the Portsmouth-based Second Mine Countermeasures Squadron and more recently a graduating student at the US Naval War College, has been recognised with the award of the Rear Admiral Joseph C Strasser International Leadership Prize for his outstanding work as a team-builder.

The Strasser Prize was awarded to Cdr Craig in recognition of his contributions to the Naval Command College in advancing Admiral Arleigh Burke's 1956 vision of International Programmes as a place for naval officers from around the world to foster trust, confidence, friendship and international cooperation.

Cdr Craig said: "I am deeply honoured to be selected for the award of this distinguished prize, which I believe says as much about the skilled mentoring I have received from the Royal Navy as it does about my own performance."

John is now on a follow-on tour as a member of the instructional faculty at the US Naval War College, where he will teach Joint Military Operations to the future leaders of the US military and civilian security agencies as well as other senior international officers.

Students take a look at forecasting

A GROUP of students from Park School in Yeovil stepped outside the classroom and into the Air Traffic Control tower of RN Air Station Yeovilton as part of their studies.

The Year 8 pupils saw the workings of a typical RN hydrographic and meteorology office as part of their Key Stage 3 syllabus.

But they were not just there to look – staff gave them observation tasks using some of the more traditional methods employed by the 'weather watchers'.

The Senior Met Officer, Lt Cdr John Gunn, said: "It's important to know how to conduct the traditional skills at all times because there may come a time when the modern electronic systems fail and the back-up is needed."

The Hydrographic and Meteorology Branch within the Royal Navy requires highly-skilled personnel who have excellent academic capabilities and the importance of learning meteorology was impressed upon the students.

The only thing the Met Branch couldn't do during the visit was to promise an end to the prevailing wet weather.

After completing their forecasting duties with Professor Fog, as the forecasters are known in Jackspeak, the pupils moved on to 848 Naval Air Squadron – the training squadron for Commando Helicopter Force Sea Kings – to have a look around a Junglie Sea King Mk4.

All smiles as dental duo visit Edinburgh

TWO Naval dental specialists visited a destroyer in Portsmouth Naval Base to promote oral health.

As part of National Smile Month, run by the British dental health Foundation, CPODH Lyndsay White and LDH Jody Hill called in on HMS Edinburgh to put over three main messages.

"We conducted a 30-minute presentation with the aim of improving the knowledge and awareness of oral health to the ship's company," said LDH Hill.

"The presentation covered caries (tooth decay), periodontal disease and how to maintain good oral health.

"Visual aids were used throughout the presentation, including PowerPoint and a large mouth to show tooth brushing technique.

"All personnel who attended were given a toothbrush, toothpaste and leaflets on oral health and mouth cancer.

"Three presentations were delivered throughout the day."

The three main messages were:

- 1. Brush your teeth for two minutes twice a day with fluoride toothpaste;
- 2. Cut down on how often you have sugary foods and drinks;
- 3. Visit your dentist regularly, as often as they recommend.



● LDH Jody Hill (left) and CPODH Lyndsay White bring smiles to the faces of sailors in HMS Edinburgh

Picture: LA(Phot) Dave Jenkins

Parky drops in at Raleigh Farm opens its doors

TV PERSONALITY Sir Michael Parkinson has been given an insight into how the Royal Navy trains its sailors.

Sir Michael and his wife Lady Mary saw the wide range of training carried out at HMS Raleigh in Cornwall.

The couple toured ex-minehunter HMS Brecon, now used in a number of roles, from giving new recruits their first taste of life onboard a warship to advanced seamanship.

They also took a trip on the River Tamar in sporty Pacific 24 rigid inflatable boat.

Sir Michael, who did National Service in the Army said: "My visit was inspiring.

"I had a view of the organisation doing important work with the greatest skill and professionalism, and most importantly great consideration for the recruits they were training.

"For a landlubber like myself it was a fascinating glimpse into a new world which gave me insight into how military training can help transform the lives for the better for many young people."



● Sir Michael Parkinson in a Pacific 24 RiB driven by PO Paul 'Ticker' Tock

Picture: Dave Sherfield

Thanks for support

ROYAL Naval community workers who support military families in the South West while spouses are on deployment have been presented with an award by the Royal Marines.

The Naval Personal and Family Service (NPFS) and Royal Marines Welfare (RMW) have been awarded the Commandant General Royal Marines Commendation.

The award recognises community support work with families of Service personnel during the Afghanistan conflict last year, when 3 Commando Brigade, based in the West Country, headed the UK effort.

Brig Martin Smith, Commanding Officer of 3 Cdo Bde, presented the award on behalf of the Commandant General to Helen Howlett and WO2 Jim Gilholm at Stonehouse Barracks.

Helen represented the South West community workers and WO Gilholm runs the community website keeping families informed of operational issues.

Between January and September last year the combined NPFS and RMW Community Team planned and delivered an outreach support project throughout the UK in support of 3 Cdo Bde's deployment.



Naval torchbearers

THERE are numerous members of the Naval Service, past and present, who have been given the honour of running with the Olympic torch – we can't report on every one of them (though we salute them) so here are three stories to represent them all.

AB Ellie Walls (*left*) decided a year ago to run for charity, and chose SSAFA Forces Help, opting to run one mile for every UK Serviceman or woman who has died in Afghanistan since the conflict began.

The trainee nurse has just finished her runs, the target having risen from 374 to 422 miles over the year, and shortly before she completed her run she carried the Olympic torch in Scarborough.

A Royal Marine who survived major surgery to remove a brain tumour carried the flame through Moorside in Consett.

Cpl Ian 'Roni' Ronald (*left*), who joined the Corps in 2001, had been back from a tour in Afghanistan for a year in 2008 when persistent headaches turned out to be signs of a tumour.

Major invasive surgery removed 95 per cent of the tumour, but caused significant damage to his sight and hearing, caused him to lose movement below the neck, he could not swallow, lost balance and lost the senses of taste and smell.



But through hard work, and support from Headley Court and RMR Tyne, Roni completed the Great North Run in 2009.

Fellow Royal L/Cpl Cassidy Little (*above*), who lost a leg in an explosion in Afghanistan, took a break from rehearsing his West End play to carry the torch through Peterborough.

Cassidy is involved with *The Two Worlds of Charlie F*, a play in which injured Service personnel tell their stories on stage.

Born in Canada, Cassidy joined the Royal Marines in 2005, and after a tour of duty in Afghanistan he retrained as a commando medic, and it was in this role that he was injured.



Gaz wins memorial award

NAVY photographer PO(Phot) Gaz Armes is the final winner of this year's Peregrine Trophy competition.

The senior rate's capture of the Mark Hipkin Achievement Award did not feature in last month's report as the announcement is made on the night of the prize presentations.

Gaz (*above*) was nominated for his dedication to the service, his professional ability and the selfless manner in which he offers help to others.

He has become the first point of contact for deployed photographers when things go wrong – in a recent typical example Gaz received a call in the early hours of a Saturday morning from a deployed photographer attached to RM Poole.

There was an operational requirement to edit video footage in theatre and the IT supplied had become unusable.

Gaz managed to emulate the problem, and after a series of attempts over several hours, managed to provide a working solution, resulting in the operational requirement being fulfilled.

Known for his technical mind and inquisitive nature, Gaz uses both military and civilian sources to build on his personal understanding of the current in-service equipment.

His knowledge with IT, video and data transmission has been crucial to the Photography branch, as he has completely restructured the current video work flow, and is pioneering new software which will make the whole process more efficient for both photographers and customers.

He has also just completed writing a standing operating procedure for non professional photographers that encompasses thorough instructions for capturing, editing and transmitting video footage from ship to shore.

The award is named in honour of a highly-regarded and popular RN photographer who died in a road accident in early 2008.

Wives choir on record

THE West of Scotland Military Wives Choir is hoping for some chart success after Decca Records recorded a performance for an album.

Thirty-two members of the choir – all wives and partners of serving military personnel, and all but four with husbands at Clyde Naval Base or attached to one of the boats based there – gathered at Faslane to record 14 tracks.

The Base was happy to allow the use of facilities for the recording session, which will see profits going to the Military Wives Foundation.

Band members are sworn to secrecy over the songs on the album, which should be released in mid-November – there is already a pre-order link on Amazon.

And for those who cannot wait until then, the choir is set to perform at the Erskine Military Ball in October, and plans are afoot for a concert in the Helensburgh area, accompanied by the Royal Marines Band.



Replica MTB is mooted

A PROJECT to build a replica of a wartime motor torpedo boat is seeking sponsors.

project 718, under the auspices of the Federation of Naval Associations, hopes to build and operate a full-scale Fairmile D MTB, based on MTB 718, as built by Alex Robertson in Scotland in March 1944.

Once built, the boat would be classed as an 'operational replica' – an accurate rendition of the original, but with modern adaptations to meet current safety regulations.

The intention is for the craft to be the forerunner of an 'operational memorial squadron', using members of her wartime crew to tell the story of the cloak-and-dagger missions carried out by the 15th Motor Gunboat Flotilla between 1943 and 1945.

This flotilla, which operated from Dartmouth in Devon, carried out 'special duties', mainly to the north and west coasts of Brittany.

The boats – MGB 318, 502 and 503, MASB 36 and later MTB 718 – carried out a variety of tasks, including dropping agents, ammunition and mail in the night and collecting agents, shot-down airmen, escapees and other fugitives.

The flotilla also supported Allied saboteurs and French Resistance personnel in the struggle to liberate occupied Europe.

One of the 'passengers' carried by MTB 718 during the war was resistance worker François Mitterand, who went on to be the French President.

The original MTB 718 ended up on the Tyne as a Sea cadet Corps vessel – and the project team would like to know if there are any photos out there, either during the war or when she was serving the Sea Cadets.

The vessel would be built mainly by private donation and corporate sponsorship, it does not qualify for Lottery funding though there may be a possibility of European funding.

If anyone would like to support the project, cheques can be made out to 'The Federation of Naval Associations Project 718' and sent to Mr Malcolm Tattershall, 39 Fairfield, Hebden Bridge, West Yorkshire HX7 6JB.

Friendship and food

SCRAN was very much to the fore in the recent activities of shipmates from Stocksbridge and Deepcar branch.

First they attended a Veterans Day parade in Sheffield, after which veterans were invited into the Town Hall by the Lord Mayor of the city for pie and peas.

The following day it was a tot and pot mess on the menu as members attended a social organised by Lincoln branch, at which entertainment was provided by Shep Woolley.

Stocksbridge vice chairman S/M Pete Childe said members were grateful to Lincoln for the invitation and the enjoyable afternoon.

Newport branch visit fish ship



Members of Newport branch joined dignitaries from the South Wales city on board a Royal Navy fisheries patrol vessel when it journeyed to the River Usk.

Shipmates were welcomed on board HMS Severn by CO Lt Cdr Marcus Hember (centre of picture, left) and his ship's company.

The River-class fishery patrol vessel became an affiliate of the City of Newport several years ago, and the ship makes regular visits

as she goes about her patrol duties.

On this occasion the visit included a tour of the ship, and entertainment was provided by the band of the Royal Welsh Fusiliers.

Severn has been patrolling the South West Approaches and Bay of Biscay, working closely with the Spanish authorities.

She finished with a visit to Vigo, the largest fishing port in Europe and home of the European Fisheries Control Agency.

Plymouth shipmates help run cadet unit

MEMBERS of Plymouth branch were concerned that, due to the recent resignation of their chairman, the Plymouth Sea cadet unit TS Manadon would have to close down.

Shipmates were particularly concerned that the loss of the well-established unit would have deprived more than 70 cadets of vital life skills training.

Plymouth secretary S/M Arthur Gutteridge said that in response to an SOS, five members of the branch had volunteered to take on the important Unit Management Committee roles of chairman, treasurer, vice chairman and committee, supported by the new secretary Nikos Lemanis.

The new unit chairman – none other than S/M Arthur himself – spoke to the Sea Cadets and their families at a recent meeting, informing them that the new team had a diverse range of administrative skills enhanced by service in the Royal Navy.



● Sea Cadets from Plymouth unit with instructors and members of the new management team

He went on to announce that future plans would include the creation of a parent social scene to ensure that they, too, were part of the new horizons envisaged within the unit.

Any enquiries regarding the developing situation at TS Manadon should be directed in the first instance to Arthur Gutteridge on 01752 849176.

More information on the

Plymouth Branch and future activities can be obtained from Chairman S/M Bob Palmer on 01752 509931 or Social Secretary S/M Sue Gutteridge on 01752 849176.

Bill rewarded for loyalty

ST AUSTELL branch chairman S/M Colin Armstrong and welfare officer S/M Hugh Walker were proud to present S/M Arthur 'Bill' Frazier, aged 92, and his 91-year-old wife Audrey with a food hamper on behalf of the branch for their long and loyal support.

Bill, the branch's longest-serving member, is with the help

of his son hoping to publish a book on his RN exploits.

A Chief Carpenter, Bill served in aircraft carrier HMS Victorious from 1940-46, including North Atlantic convoys, Malta and kamikaze attacks in the Far East.

After hostilities Bill and his wife ran the successful Fraziers Boat Yard in Mevagissey, Cornwall.



● 'Capt' Trudy Burge and colleagues from Pershore branch man the good ship Scimitar during the Pershore Jubilee Carnival

Scimitar steams in

PERSHORE branch managed to squeeze a destroyer onto the back of a truck and haul it through the streets of the Worcestershire town.

The shipmates' HMS Scimitar wasn't the original – that was scrapped in 1947.

But their ersatz S-class destroyer was a reminder of the efforts of the townspeople during the war, when they raised £200,000 during Warship Week in November 1941.

As a reward, Pershore was affiliated with the World War 1-veteran destroyer Scimitar,

which sank a U-boat and was part of D-Day preparations.

The branch's HMS Scimitar, built by Andy Burge and commanded by branch secretary S/M Trudy Burge, steamed through the Pershore Jubilee Carnival, manned by shipmates and Sea Cadets from TS Scimitar.

Their efforts were rewarded with a 'Highly Commended' from the judges, and the Association's profile was boosted with the distribution of 500 promotional RNA sailors paper hats to onlookers.



● Former Royal Marine Mr K Taylor has sent Navy News a clutch of photos and other items for our archive to mark the 67th anniversary of VJ Day this month – including the picture above, showing the landing party from HMS Euryalus in Hong Kong on August 30 1945, the day after entering Hong Kong Harbour

Family maintains pilgrimage

THE family of a D-Day veteran who tirelessly worked to erect a memorial in Normandy are maintaining links with the D-Day beaches in honour of their war hero.

For more than 35 years Raymond Swift and his family have made the pilgrimage to Normandy, usually travelling in a World War 2-vintage Jeep.

And for most of those years it was in the company of Billy Swift, who organised reunions of the 23rd Destroyer Flotilla.

Billy was a Hostilities Only sailor and saw plenty of action, being sunk on the Pedestal convoy and being captain of HMS Scourge's A turret at the D-Day landings in June 1944, firing from 6am on D-Day itself and supporting the campaign for a further six weeks.

In 2001 a new monument was erected in Hermanville-sur-Mer, the first in memory of the British and Allied seamen who died in the campaign.

"The idea for the memorial came from Jacques Tirard, a dignitary from Hermanville-sur-Mer, but the funding was the problem," said Raymond, Billy's son.

"My father was highly instrumental in the raising of the funds required for this project.

"Hard work and his persistence brought in donations from Portsmouth City Council, the Landing Craft Association, national newspapers, family, friends, and members of the 23rd Destroyer Flotilla Association.

"I drove with Billy to Bristol with our trailer to collect the monument, and we transported it to its resting place at Hermanville-sur-Mer."

Billy organised the ceremony, said Raymond, even supplying the refreshments.

Billy died in March 2008, and in 2009 his ashes were scattered from the deck of a World War 2 DUKW amphibious vehicle off the Normandy coast by family and friends, including actor, comedian and charity fundraiser Eddie Izzard, with whom Billy struck up a friendship on a Normandy pilgrimage in 2004.

"Sadly there is no epitaph to Billy on the memorial recording his hard work and determination to get this monument to his wartime comrades erected," said Raymond.

"But the tradition of remembering them, and Billy himself, continues each year."

Joint BBQ boosts cadets

CHRISTCHURCH unit were invited to join local Sea Cadets and their families for a Jubilee Race Meeting and barbecue to celebrate the Queen's Diamond Jubilee and to raise much-needed funds for the Cadets.

Barclay's had promised to match the final figure pound for pound so a total of £1,718 was raised.

Shipmates and the Sea Cadets have thanked Christchurch Borough Council for the grant of £250 that enabled the event to take place.

Carolyn Gillingham and her family were thanked for arranging such a successful fun event and shipmates and cadets hope that other joint events can be arranged.

Branch closes

DURSLEY and District branch was due to be decommissioned as Navy News went to press.

A service was planned for the Church of St James the Great in Dursley, at which the branch standard was to be laid up.

Closure was forced on the branch because of falling membership and a lack of fresh recruits.

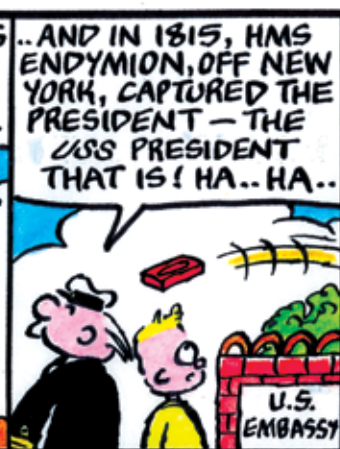
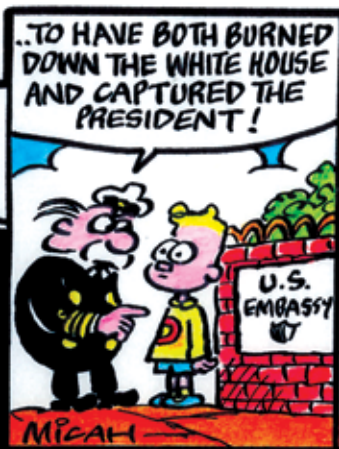
Standard appeal

SOUTH Gloucestershire branch's standard bearer has had to step down because of illness, and there is no one in the branch in a position to take over.

Branch chairman S/M Bob Walker said they would like to hear from any shipmate who could carry their standard at functions throughout the year – and the situation is becoming desperate.

Anyone who could help the branch out is asked to ring S/M Bob on 0117 956 7617.

Naval Quirks





Parades march for Forces

NEWARK branch had a major role to play in the town's tribute to the Armed Forces this year.

Serving personnel, ex-Forces associations, cadets and members of St John Ambulance mustered in Newark Castle grounds to fly the flag for the Armed Forces.

And as it was the Royal Navy's turn to take the lead this year, branch members were to the fore.

The Deputy Parade Marshal was S/M Jim Cragg, who used all his experience as a GI to make sure everybody was in the right place, while S/M Snowy Winter took charge of the 16 standards on parade.

S/M Albert Walker, at the age of 84, raised the AFD flag itself, while Cdr Andy Riggall RN, of 703 Squadron at Cranwell, took the salute during the march-past.

Six young trainee RM/RN pilots from 703 NAS led the parade.

Many branches of the RNA were involved in ceremonies and events around the country – sadly we cannot mention them all – but amongst them was **Woking** branch, which had the honour of organising the first major event to use the newly-rebuilt New Town Square.

The branch used their annual Armed Forces and Veterans Day parade to not only salute the Queen on her Diamond Jubilee, but also to dedicate their new standard.

The parade was led by the Surrey Cadets Corps of Drums, and included 25 standards of local veterans associations, 100 veterans as well as serving personnel, and a good turn-out from the local Sea cadet unit based at TS Dianthus.

The new standard was dedicated by branch chaplain the Revd Barry Grimster following a short service at the war memorial.

Birthday present will aid charities

A BIRTHDAY present for a sailor who endured the Pedestal convoy to Malta will now go on to help other veterans.

The Pedestal veteran was Ronald Pearson, who was a popular member of the community in a small cul-de-sac in the village of Finningley in Yorkshire.

To celebrate his 80th birthday some years ago, Ron invited his neighbours to dinner in the town, even providing transport for his friends.

The dinner guests considered what they might get Ron, a co-founder of the HMS Indomitable Association, to celebrate his birthday – a bottle of rum (or several, from like-minded friends) did not seem a good idea as he was already “wobbly enough on his war-damaged feet,” according to John Phillips.

“One day, while talking with Ron, which invariably centred on his Navy years, he showed me a photograph of his ship, HMS Indomitable, in convoy with others on Operation Pedestal,” he continued.

“It was on this trip Ron received the injuries to his feet from the hot deck plates after the carrier had been hit several times.”

John, a fine-scale model railway buff, met talented artist John Wigston at an exhibition and discussed with him the possibility of a painting for his birthday present; using a copy of Ron's photo and some artistic licence, John Wigston produced a beautiful painting.

“On the day it was presented



● John Wigston's painting of HMS Indomitable, now available to buy as a print

to Ron, who was overcome with joy, and said he could picture himself and former shipmates going about their duties all those years previously,” said Mr Phillips.

Ron has since crossed the bar, but before he died he considered what he should do with the painting.

He did consider leaving it to a museum in Malta, but in the end

left it to his son.

John Phillips often wished he had had prints made of the picture – and now, with permission of Ron's son and the artist, he has.

Operation Pedestal is a 16in by 12in image (18in by 14in overall) on high-quality paper, and costs £26 plus post and packing of £4 – prints will be sent in a hard tube.

The venture is not commercial

– once John has recouped the initial outlay, any surplus will be donated to military charities.

John is also planning to donate one of the prints to the museum in Malta – he hopes to deliver it by hand next year.

For further details on obtaining the print, contact John Phillips on 01302 771871 or email frustrateddiesel@hotmail.co.uk

Tributes paid to Bob McQueen

A much-loved former General Secretary of the RNA has died at the age of 78.

Besides being a highly-respected pilot, Capt Bob McQueen also played pivotal roles in two of the Royal Navy's major post-war campaigns.

Robert McQueen qualified as a Fleet Air Arm pilot in the late 1950s, flying Sea Vixen and Sea Venom jets, and went on to command 893 Naval Air Squadron as well as three frigates.

In 1976 he commanded HMS Diomed and headed British forces in the Third Cod War off Iceland, a job which required not only supreme ship-handling skills – the frigate was rammed several times by Icelandic gunboats – but also a cool head to demonstrate diplomacy in a fraught situation.

The same ability to conjure order out of chaos was very much to the fore when ‘Cap’n Bob’ was given the role of Commander British Forces Ascension Island in 1982.

In just weeks he turned the airfield on a barren mid-Atlantic volcanic rock into a fully-functioning military base, secure from any possible Argentine attack and capable of supporting and training the Task Group sent south to recapture the Falklands.

Most facilities had to be built from scratch, without the benefit of a harbour; his efforts, and those of his staff, meant Ascension played a crucial role in the success of the British campaign.

Bob left the Royal Navy in 1984 and worked in the aeronautical industry, but he also had time to support several Service charities, including BLESMA.

RNA General Secretary Capt Paul Quinn said: “Robert was a much loved General Secretary of the RNA and was given a standing ovation at his final conference in 2003 and an extraordinary vote of appreciation.

“Clearly this reflected his wonderful career in the RN, award of a CBE and many other community roles after retirement.”

Capt McQueen, who died on June 27 in London, is survived by his wife Nadya, a concert pianist, his daughter Natascha and son Gregor.

Dieppe Raid remembered

A DISASTROUS World War 2 raid which saw Allied forces take heavy casualties will be commemorated at the National Memorial Arboretum in Staffordshire this month.

The Dieppe Raid Memorial and 2 October Glory Maple trees will commemorate the 70th anniversary of the audacious raid on Dieppe Harbour on August 18-19 1942.

The raid was a complete failure, with Canadian soldiers bearing the brunt, though British commandos and American Rangers also took a battering during the fighting on land.

Operation Jubilee was supported by a Combined Operations Command which co-ordinated the air and naval forces, who also suffered heavy losses.

However, vital lessons were learnt from this raid which were put to good use when the Allies invaded France on D-Day less than two years after Dieppe.

The commemoration is open to everyone, and will be staged at noon on August 19 in the Allied Special Forces Grove.

All set for signing

AN official signing of the Partnering Arrangement between the Royal Naval Association and the RN was due to take place on board HMS Victory as *Navy News* went to press.

See September's edition of the paper for more details of the event.

£50 PRIZE PUZZLE



THE mystery ship in our June edition (right) was HMS Zest, which was converted at Chatham Dockyard.

Mr D Hall, of Dundee, wins the £50 prize for providing the correct answer.

This month's mystery ship, above, was launched at the Thornycroft yard at Woolston on March 14 1945, and saw service in the Korean War.

She arrived to be scrapped at Cashmore's in Newport, South Wales in November 1958 – what was her name?

We have removed her pennant number from the image.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving the correct answer will go into a prize draw to establish a winner. Closing



date for entries is September 14 2012. More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

Sultan hosts blind veterans

THE ANNUAL Blind Veterans summer camp will be hosted by HMS Sultan again this month.

The veterans camp has been hosted by Sultan since the closure of HMS Daedalus in 1996, until this year under the charity's former name St Dunstan's.

The party of some 27 veterans, plus a similar number of helpers, will enjoy a wide range of activities between August 3 and 11.

After a welcome supper and briefing on the Friday, groups will go sailing and gliding on Saturday, which will end with a real ale tasting session.

There will be more gliding on the Sunday, while others will try their hand at archery, with the help of the Havant and Hayling Bowmen, and the RN

Motorcycle Club carry out a sponsored ride.

A quiz evening rounds off the busy day.

During the rest of the week there will be a sports day, recreational rides with the Gosport and Fareham Inshore Rescue Service (GAFIRS), a museum visit to Winchester, golf, canoeing, fishing and bowling on offer.

The visit was traditionally hosted by the Fleet Air Arm Field Gun crew for 50 years, with members of the crew acting as ‘guide dogs’ for the veterans.

And members of the Gosport establishment are happy to continue the tradition by helping out where possible to ensure the veterans have a memorable week on the South Coast.



● Standard bearers gather outside the Essex Regiment Chapel in Warley, to help celebrate the 30th anniversary of Brentwood branch

Brentwood celebrates anniversary

A SERVICE has been held at the Essex Regiment Chapel in Warley to celebrate the 30th anniversary of the commissioning of Brentwood branch.

The well-attended service included a very smart contingent from Brentwood Sea Cadets, in addition to a very good turnout from the host branch.

Shipmates and standards from Dagenham and West Ham branches were welcomed, as were representatives from Area 5 with the Area standard.

Familiar friends in the form of representatives from the Royal British Legion and the former Essex Regiment Association, now the Royal Anglian Regiment Association (Essex), joined in, along with

friends old and new.

After the service a buffet lunch was provided for all those attending in nearby Blenheim House, the officers' mess of the former Essex Regiment Association and the venue for branch meetings.

The day was blessed with sunshine – seemingly brought by Dagenham branch, as the blue skies arrived at the same time and from the same direction as that branch's contingent.

Shipmates believed the blend of ceremonial, church service and lighter social events, with young and not-so-young participants, was perhaps an ideal way to celebrate the anniversary.

MYSTERY PICTURE 210

Name

Address

My answer



Top level approval for dolphin school

THE complex which prepares submariners for their front-line duties with the Navy's fleet of nuclear-powered boats is the first Armed Forces training school to be recognised as an 'approved centre' for the instruction it delivers.

Training provided to new 'deeps' at the RN Submarine School at HMS Raleigh in Torpoint is now accredited, giving the recruits a qualification recognised by employers in the UK Submarine Enterprise – the alliance of industry and the military which helps to sustain critical skills necessary to support the UK's nuclear submarine programme.

That accreditation comes courtesy of the 'approved centre' title given to the Submarine School by the Defence Awarding Organisation, an awarding body authorised and regulated by the Office of Qualifications and Examinations Regulation Ofqual.

During 14 weeks training, fledgling submariners learn how to operate radar, electronic listening and advanced combat systems which uses information obtained from onboard sensors, including sonar and periscopes, to calculate a tactical picture that enables a boat's command to keep the submarine safe, undetected and – allow them to make tactical decisions.

Successfully completing their stint at Raleigh, the students can progress to their submarine qualification course, which will teach them how to operate beneath the waves.

"Becoming the first Armed Forces school to become an

approved centre by the Defence Awarding Organisation and have the ability to issue certificates autonomously is a positive step for the school and for our students," explained the submarine school's Lt Cdr Paul Hardacre.

"It provides them with documentary evidence of the competences they have gained during training and acknowledges their personal development.

"The qualification will be recognisable to civilian employers and help our submariners pursue a second career when their time comes to leave the Service.

"We have plans to expand and accredit the other Warfare based courses provided at the school to leading hands and petty officers. We are also investigating opportunities to accredit officer training."

Flag Officer Sea Training, Rear Admiral Clive Johnstone, presented the school with its plaque of recognition. He also presented certificates to students who became the first to complete an accredited course.

At a separate event, Chief Strategic System Executive Rear Admiral Steve Lloyd opened the Trident Engineering Support Trainer (TEST) in Faslane, a centre which will help train MOD and industry partners, assuring continued support to the UK/US capability and development of the 'Submarine Centre of Specialisation' on the Clyde.

The TEST facility is under the command of FOST North and will help train people, giving them the skills necessary to sustain the UK's round-the-clock deterrent programme.

Navy guards against leaks

THE Royal Navy has reached an information security landmark ahead of time as government seeks to prevent data losses.

Navy Command was the first Front Line Command (FLC) to achieve level three of the Information Assurance Maturity Model (IAMM), showing that the organisation has an effective risk management regime.

The Navy's Deputy Fleet Commander, Vice Admiral Philip Jones, presented the award to Commodore Chris Forsey, Deputy Command Information Officer, at Navy Command Headquarters on Thursday, July 5. The standard was achieved on February 29, one month ahead of the deadline for reaching it.

Cdre Forsey said: "I am absolutely delighted to receive this award on behalf of Navy Command; it is a culmination of four years' hard work to ensure that the Top Level Budget (TLB) is at the forefront of improvements in the way the Ministry of Defence safeguards and manages its information."

As a government department the Ministry of Defence was required by the Defence Board to achieve Level 3 of the

Information Assurance Maturity Model (IAMM) by April. It was prompted by a number of high profile information losses across Government.

Information Assurance (IA) is about protecting and defending information, so only those who require access to it have access. Achieving Level 3 of the IAMM demonstrates that Navy Command (NC) has instilled an effective information risk management regime that covers personal, operational and business critical information. It implies that all critical areas of NC are subject to a robust regime.

Cdre Forsey said: "Reaching IAMM Level 3 builds upon the solid foundation we have made in establishing information as a strategic asset as we move towards developing Information Superiority."

Mr John Taylor, MOD's Chief Information Officer, said: "Congratulations on being the first front line command to reach level 3 in our assessment, which is no mean feat.

"Please pass on our thanks to all your team members who have diligently supported us through this four year programme."

What is in a covenant?

SINCE the Armed Forces Covenant was published just over a year ago, the Government, Local Authorities, charities and voluntary organisations have been very busy, writes Kitty Jenkins of the Armed Forces Covenant Team.

We've delivered a range of measures to make life easier for the Armed Forces Community, introduced the Community Covenant (with a £30m grant scheme to support it) and produced an interim annual report on our progress.

The principle behind the Covenant is that the Armed Forces community should not face disadvantage because of its military experience.

In some cases, such as the sick, injured or bereaved, this means giving special consideration to enable access to public or commercial services that civilians wouldn't receive.

The Covenant covers issues from housing, health and education to support after Service.

It is crucial to the Government that it, and the nation, recognises the unique sacrifice you and your families make for your country.

The Prime Minister has emphasised this himself by chairing the first meeting of a Cabinet committee that brings together ministers from across Government departments to make sure they are sticking to the promises made in the Covenant.

You may not always recognise the positive changes going on as Armed Forces Covenant commitments, so here are some examples of what the MOD and other parts of government have been up to:

■ Twice doubling council tax relief to nearly £600 for a six-month deployment;

■ Introducing the BFPO postcodes to make it easier to access commercial products;

■ Giving priority access to social housing for veterans, bereaved families and Service people who move due to injury;

■ Changes to the schools admissions code to make it easier for families to apply in-year, and allowing schools to go over their permitted class size to accommodate Service children;

■ Continuing the £250 pay increase for the lowest paid Service personnel during the public sector pay freeze.

What's more, it isn't just about national promises.

A month after the Armed Forces Covenant was published we launched the Community Covenant, which brings the Armed Forces community and the civilian community closer together across the UK – from Cornwall right up to Moray.

Eighty communities have signed the pledge so far and are working together to support the Armed Forces in their area, to nurture public understanding of the issues you face and to remember the sacrifices you make.

It's not a one-way street – the Community Covenant also promotes activities to integrate the Armed Forces into local life and encourages you to help the wider community.

To support this community engagement drive, we've allocated more than £4m through the Community Covenant Grant Scheme to local projects like the Swan Forces which helps prevent social exclusion among ex-Service personnel and their families in Wiltshire, the Playdays scheme that brings together Service children and local children in a play environment in Oxfordshire and to community groups using the Scout and Guide Headquarters in North Yorkshire.

If you've got a great idea you can find the application forms on our website (*see below*).

We are all aware of the tough economic times and we cannot shield the Armed Forces from them.

But despite this, we hope you can see from the progress we've described that the Covenant is a top priority for the Ministry of Defence, the Government more widely, and ultimately the Prime Minister.

The first statutory Annual Report on the Armed Forces Covenant will be published later this year and do keep an eye out for updates on our website www.mod.uk/covenant where you can find out more about the commitments the Government has made, what is being done to implement these commitments and where you should go if you need help or advice.

What to do for SFA BR3 2012 out now

IF YOU are seeking Service Family Accommodation in the UK, look for DIN 2012 DIN04-94.

All personnel (e-1132), which you can find online on the MOD intranet.

The new enhanced system was launched on June 20 and is designed to display at least one photograph of suitable properties that match an individual's entitlement.

The Housing Information Centres have now been replaced by the two Housing Allocations Service Centres (HASC) in Thetford and Aldershot which are intended to provide a more consistent housing service for families in the UK.

■ HASC freephone: 0800 169 6322; standard rate: 01904 418000; military dial: 94510 8000.

Qualifications change for Warrant Officers

A REVIEW of the current requirement for Naval ratings, Royal Marines other ranks and Reservists to hold GCSE English Language at grade A* to C, plus one other GCSE at similar grade has resulted in a change.

Research concluded that owing to the training, education and experience gained by prospective candidates, no additional qualification over and above that required for Petty Officer or Sergeant is necessary.

There will still be a requirement for personnel to meet the current QEWO competency for the 2012 and 2013 promotion boards; the revised requirement will come into force in the 2014 boards.

■ For further detail, see 2012 DIN 07-102.

Coaching as a key skill

THE RN is reminding personnel of the importance of coaching as a key leadership skill, detailing the development of a coaching culture through the Maritime Through Career Development (MTCD) programme and outline the framework of training, assurance and support mechanisms in place.

It is recognised that a large proportion of leaders throughout the Naval service already use coaching skills and the requirement is to refine and develop existing skills at all levels, rather than introduce a new regime.

■ For further detail, see 2012 DIN 07-104.

Watch out for TwoSix

THE latest edition of *TwoSix.tv* features the Royal Naval Leadership Academy – 'Ready in all Respects'. This special edition of *TwoSix* is to inform individuals and their divisional officers what they can expect on leadership courses and how they can prepare

both physically and mentally to be ready in all respects, maximising their chances of success

The DVD has been aligned with the Personnel Support Brief to provide an enhanced package for sharing information. If you want to get your message out through these pages or the *TwoSix*.tv DVD, please contact:

■ Pauline Aquilina: 9621 85984
■ WO1 Russ Billings: 93832 5081



Where to look

GALAXY MESSAGES
Galaxy 21-2012: Future Reserves 2020 (FR20) Ministerial announcement

DEFENCE INTERNAL BRIEFS
35/12: Op Olympics – The Armed Forces Contribution to the 2012 Olympic and Paralympic Games: Great Britain hosts the XXX Olympic Games and the XIV Paralympics Games from July 27 to September 9. The London Organising Committee of the Olympic Games (LOCOG) is responsible for planning and running the Games, and is working with the Home Office, the Police and Defence to make sure they are a success.

37/12: Army 2020 study – Transforming the British Army for the future: The Secretary of State announced the outcome of the Army 2020 study, setting out how the Army will transform to a smaller, integrated and more adaptable army better to meet the security challenges of the 2020s and beyond.

38/12: Future Reserves 2020 (FR20): The Secretary of State for Defence responded to the Review of the United Kingdom's Reserve Forces published on July 18 2011. He announced that the Government accepts the broad thrust of the Commission's six recommendations.

34/12: A new Defence Primary Healthcare (DPHC) organisation: The Defence Chiefs of Staff have directed the formation of a new Defence Primary Healthcare (DPHC) organisation from April 2013.

DEFENCE INSTRUCTIONS AND NOTICES

DIN 2012 DIN01-153: Refund of Professional Body Fees

DIN 2012 DIN01-150: BR3 – Issue of June 2012 Edition

DIN 2012 DIN01-146: New UK Family Migration Changes affecting UK Armed Forces family members who are Non-European Economic Area Nationals

ROYAL NAVY TEMPORARY MEMORANDA

RNTM 151/12: Royal Navy School of Marine Engineering (RNSME) Routine for liaising with training analysis and design contractors

RNTM 150/12: Substitution Pay (SUPA) – Approval and application to Extend Payment beyond six months

RNTM 149/12: Reporting the Loss, Recovery, Theft or Attempted Theft of Arms, Ammunition and Explosives and Attractive to Criminal and Terrorist Organisation Stores

RNTM 149/12: Reporting the Loss, Recovery, Theft or Attempted Theft of Arms, Ammunition and Explosives and Attractive to Criminal and Terrorist Organisation Stores

RNTM 148/12: HMS Defender Change of Contact Details

RNTM 147/12: Removal of Beards in Order to Conduct Advanced Respirator Tests

RNTM 146/12: Issue of the Amended Brd18 Management and Accounting Instructions for Non Public Funds

RNTM 145/12: Generic Joining Instructions for Personnel Attending the Submarine Escape Training Tank, Fort Blockhouse, Gosport

RNTM 144/12: Entry Into the RNR Intelligence Specialisation – Assessment Weekend September 29-30 2012

RNTM 143/12: Cryptographic Sea Swap Procedure

RNTM 142/12: Force Protection (FP) Maintenance of Operational Capability Restructure (BRd9274 Chapter 8 Section 3)

RNTM 142/12: Enclosure

RNTM 141/12: Introduction of ET 408/15 Reactor Control and Instrumentation Test Leads

RNTM 140/12: Royal Navy Medical Service (RNMS) Patient Satisfaction Survey Results

RNTM 139/12: Change of Procedure for Authorising Cash in Lieu of Rations (CILOR) Requests

RNTM 138/12: Immigration and Nationality – Notification of Forthcoming Changes to Government Family Migration Policy

RNTM 137/12: Situational Awareness Command and Control Delivery Team (SACC DT)(Formerly Tactical Data Links Delivery Team (TDL DT))

RNTM 136/12: Joining Instructions for Electronic Warfare and Intelligence Courses at the Maritime Warfare School, HMS Collingwood

RNTM 135/12: The Naval Service Prizes and Awards Fund (NSPAF)

RNTM 134/12: Introduction of the Electronic Fit to Receive Log

RNTM 133/12: Safeguarding Children Training and CRB Checks for Role 1 and Primary Healthcare Naval Service and RFA Medical Personnel

RNTM 132/12: Warfare Branch – Change to the Selection Procedures to Apply for Imagery Analysis (IA) Additional Qualification

RNTM 131/12: Welfare Grants

RNTM 130/12: Paulton's Park Weekend – Free Tickets for Service Families

September 15 & 16 and 22 & 23 2012

RNTM 129/12: The Warfare Officers' Newsletter

RNTM 128/12: Deployed Welfare Package (Overseas) (Update)

DEFENCE INSTRUCTIONS AND NOTICES

DIN 2012 DIN01-153: Refund of Professional Body Fees

DIN 2012 DIN01-150: BR3 – Issue of June 2012 Edition

DIN 2012 DIN01-149: Queen Victoria School (QVS) Admissions Process for Academic Year 2013/2014

DIN 2012 DIN01-148: Lesbian Gay Bisexual and Transgender (LGBT) Quad-Service Conference July 6 2012 and World Pride 7th July 2012

DIN 2012 DIN01-147: MOD Civilian Decompression

DIN 2012 DIN01-146: New UK Family Migration Changes affecting UK Armed Forces family members who are Non-European Economic Area Nationals

DIN 2012 DIN01-145: Testing of Colour Perception and the Definition of the Colour Perception 1 (CP1) Standard

DIN 2012 DIN01-144: Officers' Petroleum Course 2013

DIN 2012 DIN01-143: Leave Policy Change – On hold at sponsor's request

DIN 2012 DIN01-142: Utilisation of Defence Travel

Where to look

Naval Service carrying the Olympic flame

THE Royal Navy are rightly proud of the role they are playing in the Olympics and Paralympics, now under ten days away, writes *Capt Mike Beardall, DACOS Fleet Media*.

With the Olympics and Paralympics now in the forefront of the public's mind it is worth reminding personnel how the Naval Service are involved:

■ HMS Bulwark will provide an afloat headquarters in Weymouth Bay, operating helicopters, landing craft and small boats while offering the Police a comprehensive communications and situational awareness facility.

■ HMS Ocean will be stationed in the Thames acting as a base for

the air security helicopters flown by the Fleet Air Arm and Army Air Corps.

■ 539 ASRM will provide fast craft with armed RM detachments onboard, able to respond rapidly to any water-borne threat. This deterrent provides crucial reassurance to the public and athletes that security has the highest priority.

■ 4ASRM and 43 Cdo will provide Maritime/Stop capability.

■ P2000s will be based at Weymouth and on the Thames.

■ Helicopters from 854 NAS, 815 NAS and 814 NAS will be based at RAF Northolt, HMS Ocean and HMS Bulwark.

■ Naval Specialists will also

provide Explosive Ordnance Disposal teams.

■ The RFA will be at the fore of logistic support with RFA Mounts Bay in Portland Harbour.

■ Over 700 individuals, from both Regular and Reserve forces, will assist with venue security, such as personnel and vehicle searches, and security patrols.

■ 25 per cent of the deployable Naval Service Reserves have been mobilised to support the Olympics.

■ Personnel have been selected to raise the Flags at the Opening and Closing Ceremonies and at the Victory Ceremonies at a variety of sporting venues.

■ Royal Marines Band Service

are playing at various Olympic venues.

In addition the Royal Navy has been actively involved in the torch relay since the arrival of the Olympic Flame at RNAS Culdrose in May, both with Service personnel carrying the Torch and with active engagement from units along its route.

Throughout the Olympics and Paralympics the Royal Navy are working alongside the Army and the RAF, supporting the Home Office, to ensure a successful sporting and cultural games.

The Naval Service will continue to carry out its standing commitments throughout the world during the Olympics period.

● HMS Ocean arrives at Greenwich in preparation for the Olympics
Picture: LA(Phot) Maxine Davies



NAVAL FAMILIES FEDERATION 

No.10 commits to the Covenant

IN EARLY July the Chairs of each of the Families Federations were amongst the invited attendees to the Armed Forces Covenant Committee in the Cabinet Room at 10 Downing Street, writes *Jane Williams of the Naval Families Federation*.

This meeting was chaired by Oliver Letwin MP, but part way through the Prime Minister David Cameron took a place at the table alongside Ministers with responsibility for Health, Transport, Education and Housing to name but a few. (Quote from Chair NFF, Kim Richardson – "I was gobsmacked!")

'Our Minister', Andrew Robathan MP, Minister for Veterans, Welfare and Personnel and Nick Harvey, Minister Armed Forces, were also at the table.

The news back to Naval families is that the "Armed Forces Covenant door is open" – what is it not doing for you and where could it be doing more?

School Absences

In March 2012, a DIN 01-66 on School Attendance was published. It gave information and guidance to Service Personnel (SP) who may be considering applying to take their child(ren) out of school during term-time to go on leave.

The DIN caused some confusion as we had already been given the following advice from the departments who lead on educational issues:

■ Headteachers may grant leave of absence for the purpose of family holidays during term time, but they are not obliged to do so.

An application must be made in advance and the headteacher must be satisfied that there are special circumstances that warrant the leave.

■ Each request can only be judged on a case-by-case basis taking into account individual circumstances, such as the child's attainment, attendance record and ability to catch up on missed lessons and the proximity of key dates for tests and examinations.

While leave of absence might be granted for a holiday during term time, it is granted entirely at the headteacher's discretion.

In January 2010, Ofsted confirmed that these absences should be recorded as authorised and that when the school leaders are discussing this with inspectors, they should specify how many

children from Service Personnel are in the school and how much of the absence relates to the Rest & Recuperation.

Inspectors should discount this in their overall assessment of attendance for the school.

Whilst inspection documentation does make reference to percentages for attendance and absence, this is to guide inspectors and should not drive the judgement – inspectors must use their discretion and professional judgement.

Education Secretary Michael Gove commissioned an independent review recently by Charlie Taylor, the Government's Expert Adviser on Behaviour, on the issue of school attendance following the summer riots of last year.

The review states that the Government should toughen up the rules and that whilst there is to be no outright ban on term-time holidays, headteachers have the discretion and should only give permission in exceptional circumstances, as long as the child(ren)'s attendance and behaviour records are good.

From September 2012, headteachers will be able to impose a fine of £60 on the parents for their child(ren)'s poor attendance that may be recovered from child benefit.

Service Personnel are reminded that when considering booking family holidays during term-time for Service-related reasons, they are strongly advised before booking leave to:

■ Secure the headteacher's formal agreement to take the child(ren) out of school.

■ Ensure adequate military insurance is duly arranged should cancellation of the holiday subsequently be necessary – see www.siiap.org for details of companies that cover military insurance.

WE ARE asked a huge array of questions, and on lots of occasions we feel that if the caller doesn't know the answer then there is a good chance that other people won't either...

Q: My son is deployed and I want to send some parcels off to him.

The ship is undertaking a similar patrol to the last one he was assigned to, but the Post Office have said that the parcel will have to be paid for, is this right?

The ship is not listed on

BFPO website as free, but I want to check.

A: We raised the question with BFPO Ships Team who explained that all ships deploying for longer than eight weeks are entitled to free blueys and e-blueys from the moment they sail from UK until they dock in UK again.

All ships deploying to the Gulf are entitled to this too.

They are not entitled to receive Enduring Free Mail Service (free 2kg packets) until they have gone through the Suez Canal, when they come back through the Suez Canal it stops.

Q: We are going away on holiday soon. Could you give me some detail of Travel Insurance Companies that cover Service families – just in case my husband is sent away early and we have to cancel the booking.

A: Go to the Service Insurance and Investment Advisory Panel (SIIAP) website (<http://siiap.org/insurance-pages/travel-insurance>) for a list of recommended insurance companies that offer cancellation cover to reimburse you if you have to cancel through Service commitments that non-military companies don't necessarily include.

It is recommended that families take out insurance for any major event such as weddings and christenings, as Service commitments can change.

Q: I am calling on behalf of my son who is in the RN. Firstly, he's interested in Long Service Advance of Pay as he's thinking of buying his own home.

Secondly, can you say whether his bonus is paid after four or six years' service please?

A: For information on the Long Service Advance of Pay Scheme (LSAP) – as well as the latest on affordable house purchase schemes – go to the Joint Service Housing Advice Office (JSHAO) website (<http://www.mod.uk/DefenceInternet/DefenceFor/ServiceCommunity/Housing>).

One of their 'Key Documents' is an LSAP fact sheet that you can download and give to your son.

With regard to your second question, your son needs to speak to his Divisional Officer as it will depend on when

he joined: if after January 20 2011 he needs to look at DIN 2011 01-022; if he joined before that date, check out JSP 754 Ch 7.

Q: I have been drafted on a three-year overseas posting.

I've been told that when I return to the UK in 2014, because I won't have had any car insurance during this period, I will have lost my No Claims Bonus (NCB).

I currently have 11 years' Protected Bonus.

A: Forces Financial explained that most insurers will generally allow NCB to have a shelf life of two years, although some will accept three years under certain circumstances.

It would certainly be worth raising when you return to the UK as something you could negotiate upon; it could be the case that your NCB might be agreed under certain circumstances.

Q: We currently live in SFA not in an area that is part of the Port Area Agreement. My husband is due to be assigned out of the area, but our child has special medical needs and we are very keen to stay here so that we continue to see the medical team that we trust and know the family needs. What do I do?

A: In JSP 464 (available via the Internet under the MOD's website), the guidance to request a retention is shown.

Please take a little time to comb over the guidance so that you are clear with the process.

Support from either NPFS or RMW (whichever is applicable) is also suggested.

DIO will answer any supplementary questions that you may have about a retention request, their telephone number is: 0800 169 6322.

The family could consider alternative arrangements as a longer term option, some of the house purchase schemes that are available may work well for the family circumstances.

The Joint Service Housing Advice Office (JSHAO) hold the details of all the affordable housing purchase schemes.

Website <http://www.mod.uk/DefenceInternet/DefenceFor/ServiceCommunity/Housing>



● The three chairs of the Family Federations outside the door of No.10: (left to right) Julie McCarthy, Army Families Federation; Kim Richardson, Navy Families Federation; Dawn McCafferty, RAF Families Federation

Q: We live in Service Families Accommodation at Torpoint and are wondering whether it's within the jurisdiction of the Military Provost Guard Service (MPGS) to undertake visits to the community as we had an issue recently in the children's play park.

A: HMS Raleigh explained that MPGS do undertake a drive round of the patch, but it's not in their remit to do this.

If you do have any issue around the patch, you should always call the local Police.

Q: How soon can I put in my application for Service Families Accommodation (SFA) before I get married?

A: You can start the process four months before your wedding date – and you can apply electronically, which is much quicker.

In order to apply, you must complete the MOD Form 1132. If you don't have the facility to access the Intranet,

a paper copy of the form is available from your local HIVE, or downloadable from the DIO website (where you can read more information about Service Families Accommodation).

The e-1132 is hosted on the Defence Intranet (for security of data) and can be found on the Admin tab of the Defence Intranet.

The Allocations staff at DIO will always try to let you have a property ahead of your wedding date, so that you can move your furniture and personal items etc in before the big day, although you wouldn't be able to occupy it until you are married.

However, this isn't always possible.

Your experiences form the basis of our discussions, to get in touch with the NFF:

E-mail Admin@NFF.org.uk.

Telephone: 02392 654374.

Write to:

Castaway House,

311 Twyford Avenue,

Portsmouth PO2 8RN.

We look forward to hearing from you.

Get ready to mount up

THE Royal Navy Individual Pre-Deployment Training and Mounting Centre (RNIPDT&MC), based in Jervis Block, HMS Nelson, has the task of coordinating Pre-Deployment Training (PDT) for personnel deploying to land-based operations worldwide.

Or put another way, giving sailors sufficient soldiering skills so that they are capable and confident in performing force protection for themselves and those around them.

Established in March 2003 in direct support of Op Telic, the RNIPDT&MC was tasked with an administration role to provide deploying RN personnel with the correct kit and documentation prior to deployment to Iraq.

With the cessation of operations in Iraq the deployment of personnel is now predominantly Op Herrick focused.

The RNIPDT&MC remains the focal point for all Individual Augmentees (IAs) preparing to deploy and the delivery of training designed to give them "the specific skill set, built upon collective war-fighting training, that equips the individual for deploying to operations in a specific theatre, role or environment."

The delivery of this training is mandated by Chief of Joint Operations (CJO).

The main remit is to support individuals with their preparations and coordinate training in common core military skills for their subsequent tours



Drafty's corner

of duty.

All personnel nominated for duties under the Operational Command (OPCOM) of CJO deploy via the RNIPDT&MC.

Whilst this is now predominantly for operations in Afghanistan the RNIPDT&MC also trains personnel for the more benign deployments.

The two-week training process is designed to alleviate the fears and apprehensions of the individual associated with sending RN or RM personnel off to (mostly) sunnier climes for land-based Ops and to ensure the individual is a Force Protection asset wherever they deploy.

Throughout training the RNIPDT&MC's aim is to provide the right kit, training and preparations whilst ensuring personnel are in the right frame of mind and are ready to meet the challenges of being based in a potentially hostile environment

or situation.

This includes ensuring all documentation is correct and up to date, weapons are zeroed, kit fits correctly, contact drills are practised, theatre-specific lectures briefed and onward flight bookings completed.

Essentially, the RNIPDT&MC is a 'one-stop shop' for all personnel deploying.

However, before personnel arrive at HMS Nelson for the start of their PDT, much preparation will need to have taken place and therefore early contact with the RNIPDT&MC for guidance and a contact address for joining instructions is essential.

What can you do to help?

Having contacted the RNIPDT&MC and received details of your Assignment or Appointment, discuss the requirements with your Divisional Officer or Line Manager.

Look at the Job Specs for your particular role in theatre. Arrange to be released to complete training and administrative checks.

It is essential that the following are achieved before you arrive at the RNIPDT&MC for PDT:

- Completed the appropriate Small Arms course for the weapons system with which you will deploy, NMT 104 (5.56mm Rifle ADQUAL) and/or NMT 109 (9mm Pistol ADQUAL), if in doubt seek advice from RNIPDT&MC.

If you already hold these ADQUALs, ensure you pass the ACMT within six months of your theatre joining date, and

your WHT within two months prior to your PDT.

All weapon handling must be reflected on your Weapon Firing History Sheet.

- Ensure your Respirator has been tested on the new Respirator Testing System (RTS) and you have an in date S3138 Respirator Test System Stamp on your deployment Haversack Card.

- Pass the RN Fitness Test (RNFT) and remain in date for the whole of your deployment.

You are advised to increase your physical fitness before attending PDT.

- Medically in date for PULHHEEM and vaccinations.

Obtain advice on Anthrax vaccination and the requirement for Anti-Malaria prophylaxis.

- Make sure you are dentally fit to deploy.

- Ensure your passport has 12 months remaining from the date you are to deploy.

On arrival at RNIPDT&MC for your PDT, the following must be carried:

- Completed RNIPDT&MC pre-joining tasks proforma.

- Passport.

- Driving Licence (if held) plus a photocopy of paper and plastic version.

- FMED 965 (Obtained from Sick Bay).

- Weapon Firing History Sheet plus photocopy.

- MOD Form 90 (ID Card) in pristine condition

- GSR Respirator.

- Kit Record Book.

- ID Discs x 2.

- EHIC – Reciprocal National Health Arrangements for EC countries.

The two week PDT courses are held monthly, based centrally at HMS Nelson, with nominees generally loaded around their deployment dates.

The course remains valid for six months from completion and for 12 months on returning from theatre.

PDT is both physically and mentally demanding.

As well as having passed the RNFT, students are advised to embark on a physical training programme to prepare them for physical tasks.

This will include a 2.4km walk wearing Osprey Body Armour weighing approx 20kg.

A simple guide to the course programme is:

Week 1

Day 1 & 2 Admin Day (issue of personal weapons, document checks, kit issue etc). Mandated briefings including Operational Law, ComSec, Media, Environmental Health, Operational Stress, and Cultural Awareness.

Day 3 C-IED Briefing Day.

Day 4 & 5 CBRN Training and Battlefield Casualty Drills - First Aid Training.

Week 2

Day 1 Move to Longmoor Training Camp – Commence practical training element.

Day 2 Continue practical element and in theatre briefs.

Day 3 & 4 Ex Desert Heat (Final Exercise) – Inc. Foot Patrols, Vehicle Anti-ambush drills, Contact Drills etc. On completion return to HMS Nelson.

Day 5 Final briefings on Pay and Allowances and Final Admin

Before being pronounced ready to deploy, individuals have a personal part to play in ensuring they are ready to meet the demanding commitment to land-based operations.

Learning you have an appointment/assignment to an operation within a war zone can be daunting and challenging.

You will receive the best training available and can rest assured that although you

may be in a new, land-based environment, you have all the competences, equipment and knowledge to contribute a vital part throughout your deployment.

Start planning now. You never

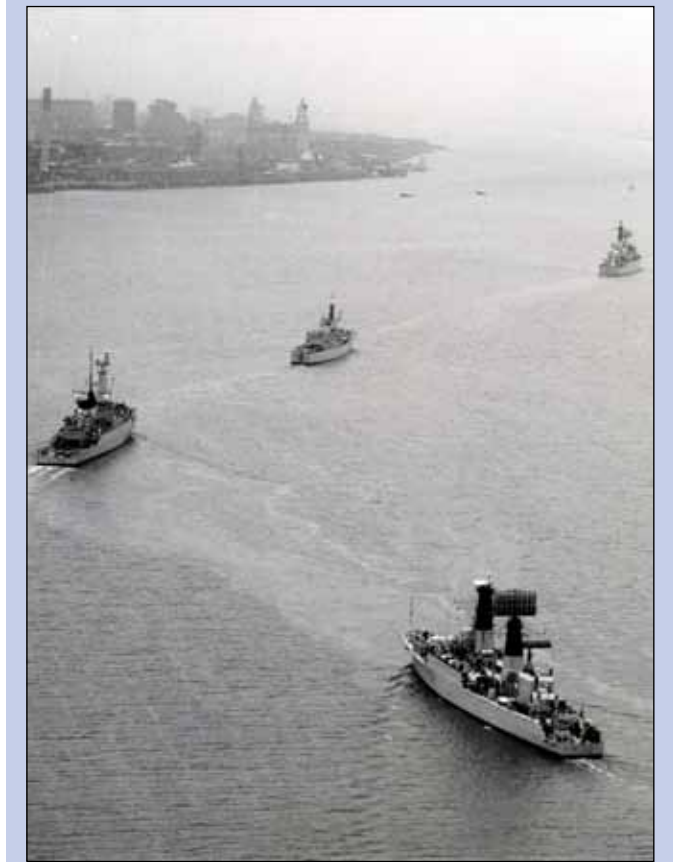
know you might even enjoy it!

■ Full details are available in DIN2012 DIN07-087 and on the RNIDPT&MC website.

The RNIPDT&MC staff are dedicated to helping you through the whole process.

1972 1982 1992 2002 THE TIME OF YOUR LIVES

We flick back through the pages of Navy News to see which stories were drawing attention in past decades...



● HMS Salisbury photographed on the Mersey

August 1972

Sir Francis Chichester was safely brought back to shore by members of HMS Salisbury, after falling ill during the Observer Single-handed trans-Atlantic race.

After being forced to drop out of the race, Sir Francis handed over control of his boat, Gipsy Moth V, to Lt Cdr Peter Martin, first lieutenant of the Ark Royal, who – along with other members of the new crew – managed to cover 320 miles in 36 hours to get to Plymouth, where Sir Francis was later admitted to the Royal Naval Hospital.

August 1982

The last of the ships returning from the South Atlantic after the Falklands conflict were met by the people of Portsmouth, who congregated along with the relatives of the 1,700 men aboard one of the largest vessels arriving, the Force flagship HMS Hermes, to welcome the ships home after months at sea.

Before passing up the Solent, HMS Hermes was joined by Prime Minister Mrs Margaret Thatcher who expressed her personal thanks to the men on board.

She was given an 80-minute tour of the ship, during which she was shown the 'scoreboard' – 46 silhouettes of enemy aircraft, shot down by Harriers from the Hermes – painted on the ship's side.

August 1992

POACMN Sam Norris made use of his schoolboy French when he was winched on board the Quiberon to liaise with her crew following an engine room fire which resulted in the death of a crew member.

The channel ferry, carrying more than 1,000 passengers, was forced to drop anchor 50 miles off Plymouth *en route* to Roscoff. Two Sea King helicopters from RN Air Station Culdrose stood by to airlift passengers and minehunter HMS Brecon was diverted to the scene.

The fire was ultimately contained and the ferry was towed into Roscoff by two French naval tugs.

August 2002

In celebration of the Queen's Golden Jubilee, LACMN Darren Jones plunged into the sea to deliver a bouquet of flowers to the Queen in Portsmouth Harbour.

He then proceeded to brief her on the accomplishment and success of her Armed Forces.

There was no doubt that the military had thrown themselves whole-heartedly into an all-day purple spectacular, showing off the best of all three Services.

Members of the Royal Navy united with the 1st Battalion Coldstream Guards and Queen's Colour Squadron of the Royal Air Force to form a tri-Service guard in honour of the Queen's arrival at HMS Excellent, Whale Island.

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Trophy lives

Trophy No 6859 is a representation of a silver lion; it was presented to the light fleet carrier HMS Albion by the officers who served onboard during her first commission, from 1954 to 1956.

In August 1816 an earlier HMS Albion – of 74 guns – was in a force commanded by Admiral Edward Pellew, Lord Exmouth, which was sent to Algiers in an attempt to end the slave trade operated by the North African Barbary states.

The specific aims of the expedition were to free Christian slaves held in Algiers and to stop further enslavement of Europeans. Admiral Exmouth had been sent already to the Mediterranean in early 1816 to persuade the Deys (or Governors) of Tripoli, Tunis and Algiers to stop the practice and free the Christians.

The Deys of Tripoli and Tunis agreed to conform with the request, but negotiations with the Dey of Algiers were more difficult.

However, Exmouth returned to England believing that he had negotiated a successful treaty.

Sadly, and largely due to confused local orders, shortly after the Treaty had been signed Algerian troops killed 200 Corsican, Sardinian and Sicilian fishermen who were under British protection.

Exmouth was ordered back to the Mediterranean to punish the Algerians; with five ships of the line, one ship of 50 guns and four frigates he sailed for Gibraltar. His flagship was HMS Queen Charlotte of 100 guns and his second-in-command was Admiral David Milne in the 98-gun HMS Impregnable.

Although this force was small Exmouth had taken the opportunity during his previous visit to survey the defences of Algiers; thus he was familiar with the city and knew of the weaknesses in its defences.

At the time of his arrival in Gibraltar a Dutch squadron of five frigates and a corvette under Vice-Admiral Theodoros Frederik van Capellen was also in harbour. Admiral van Capellen's offer to join the British expedition was accepted by Admiral Exmouth.

The plan for the attack was that the larger ships would enter Algiers harbour and anchor in positions safe from the defences; the smaller vessels were to anchor off



the harbour and then attack the shipping therein.

In fact some of the larger ships anchored in the wrong positions and were to be more exposed to the defensive fire of the Algerians.

At the negotiations held earlier in the year both the Dey and Exmouth had stated that neither would fire the first shot – however poor Algerian discipline led to one of their guns being fired at 1515 on August 27 1816.

The Algerians mounted an unsuccessful attempt to board the British and Dutch ships, 33 of their attacking craft being sunk and within an hour of the engagement opening the cannons on the harbour mole had been silenced; this allowed Admiral Exmouth to turn his attention to the merchant ships in the harbour and by 1930 these had largely been destroyed.

The bombardment of the city was less successful; the light nature of construction of many buildings resulting in cannon balls passing straight through them without causing any significant damage.

By 2215 the enemy batteries had ceased firing; Exmouth was able to take his ships out of range and, when safely anchored by the early morning of August 28, the wounded could be treated and damage to the ships repaired.

At midday Exmouth sent a peace offer to the Dey – the terms of which were identical to those presented earlier in the year – and warned that he would re-open fire if they were not accepted.

Totally unaware that the British and Dutch ships were so short of ammunition that any further firing would not have lasted for long, the Dey agreed to the terms presented.

The Treaty was signed eventually on September 24 which allowed the British Consul and 1,083 Christian slaves to be freed and the necessary ransom money paid by the Dey.

Deaths

Capt Christopher 'Beagle' Burne. Entered RN College 1945 and spent a decade at sea before specialising as a gunnery officer in 1956. Appointed Field Gun Officer at Devonport 1958 he was responsible for recruiting and training the West Country crew for the field gun competition at the Royal Tournament then second gunnery officer of Tiger while she was flagship of the Mediterranean Fleet 1959-61. Divisional officer of Grenville division at Dartmouth 1962-63 before taking command of Tenby and Chichester. 1971-72 he commanded Royal Arthur (Petty Officer Leadership school) and 1973-75 was second-in-command of Bulwark; upon promotion to Captain 1976 he was Director of Naval Physical Training and Sport. 1978-80 he commissioned the new Type 42 destroyer Coventry and had the additional task of overseeing first-of-class trials of the Westland Lynx helicopter. Following the Argentinian invasion he was appointed senior naval officer of the liner Canberra which was converted to transport troops and incorporated into the Task Force. During the landings in San Carlos Water May 21 1982, her size and white hull made her an obvious target but disembarkation of over 2,000 troops continued throughout the day until they had been landed without loss or injury and Canberra emerged unscathed from some 60 air attacks; he was appointed CBE. June 2. Aged 80.

Cdr George 'Mac' Rutherford DSC. Joined 1940 as a Naval Airman Second Class starting training at St Vincent and learnt to fly in Canada with operational training in Scotland. 1942 he volunteered to join 841 NAS for special duties flying black-painted Fairey Albacores against enemy shipping under cover of darkness and was awarded the DSC for sinking three E-boats in 1943. He served at Coltishall, Tangmere, Exeter, St Merryn, Malta and Australia where he was demobilised in 1946. He kept up his flying skills by joining 1832 RNRV squadron which he commanded in 1948. The next year he persuaded the Navy that his pilots had sufficient skill to land their Seafires on carriers at sea and 1832 became the first reserve squadron to serve at sea; its 20 aircraft achieving 269 landings on Implacable in seven days of training. In 1956 he became the first reservist to land a Seahawk jet on a carrier Bulwark; he was promoted to Commander and was awarded a military MBE in 1952 and the Volunteer Reserve Decoration in 1955. He chaired the first meeting of the Fleet Air Arm Officers' Association 1957. May 23. Aged 91.

Tom Neill DSC commanded motor torpedo boats (MTBs made of plywood for high speed and agility) during WW2. At aged 22 his patrol came under heavy gunfire from an E-boat at close range which wrecked his steering gear, after launching his torpedoes he kept up his speed by steering alternately using port and starboard engines; he hit his target. In command of MTB 233 with the 21st Flotilla and sporting a new camouflage, enemy gunners appeared to lose them and as a result the MTBs were able to deliver a volley of torpedoes from close range. A week later a shell burst against the wheelhouse killing his first lieutenant and an able seaman; despite the damage and being unable to remove the two men from their posts he managed to return to base, Beehive at Felixstowe; he was awarded the DSC. Aged 86 whilst visiting the modern patrol craft Smiter he accepted an invitation by her captain to bring her alongside; which he did perfectly. May 18. Aged 91.

George Bell. Instructor Torpedoman. Joined the RN through the Marine Society and its training ship Warspite. At age 16 he was the captain's messenger on board Dorsetshire when she fired her torpedoes during the sinking of the Bismarck; he was sent by the captain with the order not to recover any more survivors as the lookouts thought they had spotted a U-boat. Later Dorsetshire found the German supply ship Python refuelling U-boats in the South Atlantic, the U-boats dived and Python was scuttled. Easter Sunday 1942 Dorsetshire was attacked and sunk by Japanese dive-bombers west of Ceylon; thrown into the sea he clung to a raft for 30 hours before being plucked from the water. Later he served in Valiant and Teazer. Post-war he specialised as a torpedoman and rose to be an instructor. He played hockey and qualified as an umpire. President of HMS Dorsetshire Association. April 4. Aged 88.

William 'Bill' 'Brumie' Henry Leavesley. Able Seaman. Served 1947-54 in Polaris, Illustrious and Orion. June 1. Aged 83.

Michael 'Singe' J O'Connor. Served in Peacock 1951-53 as a Boy/OD and a member of the association. June 9. Aged 78.

Peter Michael Hewitt. Coder. Served 1951-55 at Victoria Barracks, Vigo (1951-52), Victory (52), Vigilant (54) and Drake. Recalled Special Reserve Devonport 1955 and sent as RNRV to Fontenbleu, France. HMS Vigo Association. May 31. Aged 79.

Donald 'Don' Schofield. Shipwright Artificer 1st class MEA(H/1). Fiscard Series 7 entry of Artificer Apprentices 1949 completing his apprenticeship in Caledonia. Served for over 24 years in Triumph, Nuthatch, Hogue, Lochinvar, Adamant, Eagle, Tyne, Osprey, Tamar, Abdiel, Cochran and RNAS Anthon (Nuthatch). HMS Fiscard Association; also a volunteer presenter for the RNLJ for which he was awarded a Gold Badge for his service in 2010. July 1. Aged 78.

David George Browning. CPO. Served 1959-82 Stores Division at Pembroke, Fulmar, Decoy, Orion, Owen, Naiad, Fearless, Tamar (Hong Kong), Raleigh, Royal Arthur, Brighton, BRNC Dartmouth and Drake. Aged 69. Any memories of David

gratefully received by his wife via email to: browning.david@sky.com.

Ted Munday. Tel. Served in Ready. Algerines Association. June 28. Aged 85.

Frank Robertson. Coder. Served in Moon. Algerines Association. July 8. Aged 88.

Leonard 'Len' James Hooke. Served 1941-45 in Athens. After Paying Off he was transferred into the Army and served in Greece and Italy. June 22. Aged 88.

Terence Mahon. Served aboard Ashanti in Operation Pedestal 1942. July in Malta. Aged 88.

ROYAL NAVAL ASSOCIATION
The Reverend Desmond Peckett. PO Medic. Served 1940-46 in Speaker amongst other ships. Padre to Sea Cadet TS Hood, St Austell and Chaplain to St Austell RNA for many years. May. Aged 92.

Leonard 'Len' Pearson. LME. Served in Howe, Unicorn and Burghhead Bay. Upon leaving the RN he joined the 131st territorial parachute regiment achieving the rank of Staff Sergeant. Founder and long-term committee member of the City of Glasgow branch. June 9. Aged 84.

John Jenkinson. Served 1959-69. Last ship Barnard. Durham City RNA. May 21. Aged 70.

William 'Bill' Sarginson RNRV 1942-46. Served as Group Radar Officer B7 Escort Group based in Londonderry 1942-45. Aquitaine branch. June 18 in Le Buisson, Dordogne. Aged 90.

Michael 'Mick' Philip RM. Parade Marshall, auditor and branch auctioneer for Bude RNA. June 28. Aged 80.

Brian John Skipper. AB. Joined Ganges 1948 and served in Cowdray, Swiftsure, Virago, Cheviot, Superb, Forth, Coastal Forces and Neptune. Chairman of Wymondham branch since 2005. HMS Ganges Association. June 17. Aged 79.

Frederick 'Bill' Cyril Hawkins. Served in the Essex Regiment in WW2 and at the Battle of Monte Casino. Brentwood branch. May.

Charles Arthur Hennessy. Mechanical Engineer. Served during WW2. Brentwood branch. July.

SUBMARINERS ASSOCIATION
Ivor C Charlick. ERA. WW2 submariner 1941-46 in Thorn, Osiris 1, Nebojsa (RYuG), Sportsman and Trump. Australia branch. June 16. Aged 90.

William 'Bill' Ramsden DSM. Ldg Seaman. Served 1937-46. Onboard Warspite (1937-40) then retrained for submarines (1940-42). A steersman and thought to be the first certified gunner on submarines he served the submarine Splendid (1942-43). Whilst skippered by Ian McGeough (later Vice Admiral) she was sunk in the Bay of Naples and he was captured by German sailors and spent the last two years of the war in several POW camps. Believed to be the last survivor of the sinking. Dolphin branch. June 18. Aged 91.

J S 'Jim' Badley. RS. Submarine service 1948-62 in Telemachus, Thorough, Seneschal, Sentinel, Aeneas, Alaric, Tanin, Rahav and Talent. Exeter & Dolphin branches. Aged 85.

W S 'Walter' Bore. CPO. WEA. Submarine service 1974-93 in Courageous (1974-75), Repulse (1976-79), Resolution (1981-85), Renown (1985-89) and Revenge (1991). Lincoln branch. Aged 71.

D L 'Dave' Davies. LTO (Ex L/Sig) Submarine service 1945-60 in Alaric, Sentinel, Thule, Sleuth, Auriga and Ambush. Welsh branch. Aged 77.

R 'Bob' Sommerville. AB UW3. Submarine service 1955-60 in Anchorite and Thule. Scottish branch. Aged 79.

D B 'Bryan' Tilley. CPO UC1. Submarine service 1953-68 in Trespasser (53), Acheron (53-54), Artful (54), Auriga (54-55), Ambush (55), Alderney, Artemis (57), Turpin (57), Grampus (58-61), Auriga (62-64) and Warspite (65-68). Gosport branch. Aged 82.

K 'Keith' Wallington. CPO TASI. Submarine service 1954-67 in Alderney, Ambush, Artful, Alcide and Astute. Gosport branch. Aged 77.

FLEET AIR ARM ASSOCIATION
Albert 'Trader' Horne. POAM(A). Served 1942-46 on Russian Convoys. Ford branch. May. Aged 89.

Anthony 'Tony' Cleaver. A/LREM(A). Served 1949-57. Ford branch. June. Aged 80.

George Keggen. POREL(A). Served 1948-55. Ford branch. July 1. Aged 81.

Sheena Mewha (née Williams). Leading Wren A/E Fitter. Served 1969-74. Former National Fleet Air Arm Association and Bristol & District branch Standard Bearer. June 14. Aged 59.

HMS GAMBIA ASSOCIATION
Charles 'Bill' Nicholson. LMech 1. Served in Gambia's last commission 1958-60. April.

Stuart Ross RM. WW2 veteran served in Gambia 1943-46 in the Pacific while ship was lent to New Zealand Navy and became HMNZS Gambia. Present in Tokyo Bay for the surrender of the Japanese. May.

Peter Westaway RM. Served 1957-58 commission. June.

Competitions

Winner of two front-row VIP tickets to the **Guildhall Concert and Beating Retreat** in Portsmouth on Friday August 3 by the **Royal Marines Band Service School of Music** is:
Mrs Angela Morley-Clarke, Camberley

In Memoriam
CPO(MEAM) Pete Chapman (1950-2011)
Served 1968-2000 Ganges, Raleigh, Eagle, Victory, Sultan, Antrim, Lochinvar, Amazon, Sheffield, Royal Arthur, Nelson, Cardiff (3 times), Tamar (Hong Kong), Juno, Brazen, Newcastle, Excellent, Alderney.
Died suddenly and unexpectedly 14 August 2011 aged 61. Married nearly 23 years, my bedrock and safety net, he is sorely missed every waking hour.
*"The silent grief that is in my heart, no human eye can trace.
Many a broken heart is hid beneath a smiling face."*

Angela Chapman

Talking Navy News goes digital
Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number, or email patn-rec@btinternet.com. A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.

Ask Jack

Sharp Family: My father Walter Dale Sharp, had nine brothers and sisters and James Dale Sharp was one of them. James was born in Newark on Trent in 1898 and died in 1964. He was married to Elsie Bristow. James and Elsie had twin boys born in 1931 and I have been told by other living relatives that James E Sharp and Colin L Sharp both joined the Marines and were bandsmen. Their father James died in 1964 and Colin L Sharp was the informant on the death certificate and at that time Colin was living in Hayes, Middlesex, but not now. I am hoping that either Colin or James are alive and well and I could contact them; if not perhaps their descendants. It is the part of my family tree I am unable to complete. If any body can help I do not mind them contacting me Dale Sharp at dale.sharp@btopenworld.com or tel: 01708 747163.

PO Stoker Richard 'Streak' Morgan: Does anyone remember serving with my late husband who was 6ft 4in and from Pembrokeshire? He served twice in the Antarctic, three times at RNAS Brawdy, also Relentless, Sultan, Albion, Raleigh and Royal Arthur, becoming a PO Stoker in 1969.

Richard passed away in 2010 aged 66 and his wife is trying to obtain a photograph of him in uniform. Write to Mrs S J Morgan, 7 Park View, Tiers Cross, Haverfordwest, Pembrokeshire SA62 3BW.

HMS Hartland Point: An old Navy friend of mine, Fred MacCallan (no computer) is trying to find his mate Graham ('Ginger risk') Russell who served with him on HMS Hartland Point in 1963-64. Contact Bernard Copley at bernard.copley@hotmail.co.uk or write to Casa Bernard, or Lubrin/Bedar SN, El Campico, Almeria 04268, Spain.

HMS Fiscard, Series 18, May 1953, Artificer Apprentices: Calling all ex boy artificers (series 18). 2013 sees the Diamond Anniversary of us all walking through the gates of HMS Fiscard. Four of us S18 (lads), currently in contact thought that it would be an occasion that others of S18 might like to join up for a reunion next year. If you are interested contact Ron Christian at ron.christian@inc.pl or tel: 07845 166525. You can also see the 50th Anniversary at <http://www.fiscardassociation.org> then click on Nostalgia 1, Class Photos, S18, Miscellaneous.

Reunions

AUGUST 2012
WW2 HMS Ark Royal: Lichfield RNA are trying to contact any member of the WW2 HMS Ark Royal ship's company to see if they are interested in attending a service in memory of one of their members (Michael Raze) who served in Ark Royal when it sank off Gibraltar, but has since crossed the bar. The branch is dedicating a bench seat, placed near the FAA monument at the National Memorial Arboretum, Alrewas. The dedication will start with a reception at 1100 and service at the bench 1130 on August 19. If you are interested please contact Dennis Whitehouse at dw8541@googlemail.com or tel: 01543 684784.

SEPTEMBER 2012
Fleet Air Arm: Each year members of the Greater Manchester branch of the Fleet Air Arm Association travel down to Lee-on-the-Solent to hold a service of remembrance. This year it will be held at the Fleet Air Arm Memorial, Marine Parade, Lee-on-the-Solent on September 5 at 11:00. All serving and ex-servicemen are very welcome also Standards would be appreciated. For more information contact Bernie Cohen at b.cohen@ntlworld.com or tel: 0161 946 1209.

The Fiscard Association: 16th Annual Green & White weekend takes place from September 7 to 9 at the National Brewery Centre, Burton on Trent. For more information contact Mike Bell at mick.bell@hotmail.com or tel: 07889 662477.

Ex-Bruce Boys: Although the Association has ceased, a get-together has been arranged for ex-Bruce Boys from September 24 to 26 at the Weston Hotel, Scarborough. Those wishing to take part should book direct to the hotel on 01723 373423 and mention that it is a Bruce booking. Please confirm attendance to Peter Curtis on 01482 631939.

HMS York: After 28 years of distinguished service, HMS York will decommission at 1100 Thursday 27 September 2012 in HM Naval Base Portsmouth. The Commanding Officer, Cdr R J Cox RN, and current Ship's Company would like to invite all those 'Yorkies' who have had the privilege to serve on this remarkable ship to come along and join them to celebrate this special day. A commemorative book is being published which, while featuring many of the final ship's company, will also document the life and times of the ship from her commissioning in August 1985 to the present day. Detailed accounts of her operations and deployments as well as personal accounts from ship mates past and present will be included. For further information please see RNTM 120/12, or contact the Assistant Decommissioning Officer at 430-FC2@a.dii.mod.uk.

OCTOBER 2012
Regulating Branch & Royal Navy Police Association: Annual reunion takes place from October 5 to 6. For more information see the website at <http://rb93.com> or contact the Social secretary, W Dick at maawgd@sky.com or tel: 023 9234 5228.

HMS Duke of York Association: The 41st reunion will take place at the Prince Regent Hotel, Weymouth from October 5 to 7. Details from the Secretary, R Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4NQ or tel: 01928 725175.

HMS Vigo Association: Our 19 year reunion will be held at the Royal Grosvenor Hotel, Weston-super-Mare from October 5 to 7. For more information please contact

either Janet Biddle (Secretary) on 02476 610067 or Bob Taylor (Treasurer) on 0121 308 3225.

HMS Cheviot: Reunion will take place at the Inglewood Hotel, Torquay, Devon on October 12 to 15. Contact Vic Denham at vic742008@hotmail.co.uk or tel: 07949 955003 for more details.

Royal Marines Band Service reunion: The reunion will take place at HMS Nelson, Portsmouth, on Saturday October 13 from 1900 at the Senior Rates Mess Upper Bar. No accommodation available. The Royal Marines Band Service Memorial service takes place at St Thomas of Canterbury, Portsmouth Cathedral, High Street, Old Portsmouth at 10:45 on Sunday October 14. Cost for the reunion is £20 per person. For more information please contact Sgt Bugler Mark Snell RM on 023 9272 6174 or sgts@royalmarinesbands.co.uk.

Bay Class Frigates Association: The annual reunion takes place in Scarborough from October 12 to 14. All ex-Bay-Class welcome. Contact Doug Turk at doug.turk@ntlworld.com or tel: 01252 378629 for details.

RNR Postal Branch Association: Annual reunion & AGM weekend from October 12 to 15 at the Tiffany's Hotel, Blackpool. New members welcome. More information from Secretary Ron Burch at ronburch@btinternet.com or tel: 0161 4080 1717.

HMS Mauritius (Shore Base). If you served on the island of Mauritius between 1962-1976 you may be interested in the 5th reunion that is being held on board HMS Warrior 1860 in the Historic Dockyard, Portsmouth on October 13. More information is available from Tina Lowe (née Hills) at tina.lowe3@ntlworld.com or tel: 01329 843347.

HMS Lowestoft Association: Reunion will take place at the King Charles Hotel, Gillingham, Kent from October 26 to 28. All who served in HMS Lowestoft during her 25 years in service (1961-1986) are welcome to attend. For further details please contact Richie Farman at richiefarman@googlemail.com or the website <http://www.hmslowestoft.co.uk/home.htm> or tel: 07775 793778.

NOVEMBER 2012
The Neptune Association: Hold their next AGM at the National Memorial Arboretum at Alrewas, Staffordshire, on November 17. A short service will be held at the Memorial at noon followed by the AGM at 1345 in the Rose Room. We will remember the 836 men lost on HM ships Neptune and Kandahar on December 19 1941 – the Royal Navy's 5th worst loss of life in WW2. Relatives and friends welcome. More information on the website at www.hmsneptune.com or from Graham Davies on tel: 07941 440113.

Submarine Renown Association: 2012 reunion will take place in Leicester over the weekend of November 23 to 25. Further details from sbrenown@ntlworld.com or tel: (0116) 2912195.

MAY 2013
HMS Cambrian Association 1944-69: Our association is open to all who served on board HMS Cambrian, from first to last. We hold an annual reunion in the spring of each year. Our next reunion for all who served on board the ship at any time will be in Birmingham from May 10 to 12. Any old shipmates not yet in touch should contact Don Macdonald on 01344 774386.

Sports lottery Assignments

June 23: £5,000 – PO G V Herbert; £1,500 – Cpl M Barrett; £500 – PO J C Potts.
June 30: £5,000 – Surg Lt C V Evans; £1,500 – LH J D Hanscombe; £500 – LH N Rusden.
July 7: £5,000 – Lt J M Ross; £1,500 – AB1 A Croft; £500 – Mne J D Hazelden.

Rear Admiral David George Steel to be promoted Vice Admiral and to be 2SL/ CNP&T from October 10 in succession to Vice Admiral Sir Charles Montgomery.
Capt Andrew P Burns to be CO of HMS Bulwark from September 10.
Lt Cdr Mark E J Anderson to be CO of HMS Clyde from July 26.

Entries for the Deaths column and Swap Drafts in September's Noticeboard must be received by August 13

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Pedestal stands test

MALTA – an island standing at the crossroads of the Mediterranean and an Allied bastion straddling vital Axis supply routes between Europe and North Africa.

From the honey-coloured haven of Grand Harbour and the dusty airfields of Luqa, Hal Far and Ta Qali, British forces set out to harry Italian and German warships and merchantmen.

Malta's strategic value was clear to both sides, but the Axis powers decided against an invasion; buoyed by success after success in Europe and Africa they declined to commit men and machines to the little island, instead setting out to bomb and starve it into submission.

By the summer of 1942 the plan looked like it was on the brink of success; supplies were running very short and the long-suffering population of around 250,000 was facing capitulation – one record indicates that September 7 had been identified as breaking point if the siege was not lifted.

British warships had used the stunning harbour as a base since the late 17th century, and the Admiralty was not going to release

its toehold easily.

As Axis bombers, surface ships and submarines tightened the noose around Malta, desperate remedies were sought.

Underwater supply routes was one solution, with the large (2,000-ton) submarine HMS Clyde making numerous trips to Malta crammed with supplies – but a single (albeit large) submarine could only make a small contribution to the effort.

A bolder attempt to resupply Malta was needed – and with the mauling of Arctic convoy PQ17 still fresh in the memory of both Allies and Axis planners, this one had to succeed.

Operation Pedestal was planned with the mistakes of PQ17 in mind; air cover was paramount, so three aircraft carriers were assigned to the task.

Two battleships joined the list, along with seven cruisers and 24 destroyers to protect 14 merchant ships, many of them modern, fast vessels which would keep the convoy moving at a fast pace.

The warships were not lightly released from other tasks as the Royal Navy found itself hard-pressed on many fronts, but Pedestal had to get through.

The commercial shipping gathered off the Clyde in early August and headed south bound for Gibraltar, with warships joining them en route, the aircraft carriers exercising in the Atlantic before steaming through the strait and into the Middle Sea on August 10.

The force – the strongest yet assembled to protect a single convoy, and now including a fourth carrier, HMS Furious, which was to deliver fighters to the island – faced its first test the following day with an attack by an Italian submarine, which caused no damage.

But within hours the enemy had landed its first blow, and a heavy blow at that – the elderly aircraft carrier HMS Eagle was the target of a textbook attack by U-73 and she sank within minutes.

More than 900 of her ship's company of 1,150 were rescued, but the convoy's air cover had been slashed by a quarter at a single stroke and the operation was just hours old.

Eagle's loss was just the overture, as it turned out.

For three days and nights the combined might of German and Italian forces threw everything at the Pedestal ships as they headed east.

Another carrier, HMS Indomitable, was hit by 500kg bombs, causing enough damage for her to withdraw and steam back to Gibraltar for repairs.

By that stage Furious had flown off her 'cargo' of almost 40 Spitfires, also returning to Gibraltar, leaving the convoy with just one carrier to provide air cover.

Cruisers HMS Manchester and HMS Cairo were both sunk, Manchester having been crippled by Italian motor torpedo boats

● The tanker Ohio, with attendant warships and tugs, limps into Malta



off Pantellaria on August 12 and Cairo succumbing to an Italian submarine on the same day; destroyer HMS Foresight was lost when she was badly damaged by an air-launched torpedo.

All three crippled ships were finished off by other units in the convoy.

The narrows between Sicily and Tunisia brought Pedestal within easy reach of Axis bases, and by the time it emerged for the final run into Malta it was a sorry-looking sight.

One small crumb of comfort was a failure by an Italian cruiser squadron to engage; it would almost certainly have finished off the convoy, but was deterred by a combination of Allied bluffs over RAF activity and the unwillingness of Germany to provide air cover for a force which they regarded with some contempt.

By this stage, with Malta just a few hours away, it seemed likely that the prize asset of the convoy would be lost.

The battering taken by the fast, modern oil tanker Ohio was insane.

She had been struck by bombs a torpedo and crashing aircraft over and over again.

Her engines were wrecked. Her steering gear was all but useless.

Holes had been blown in her flanks, and cracks across her deck indicated that her back was broken and she was liable to break apart at any moment, losing her precious cargo to the sea.

With incredible bravery, sitting on this massive floating fuel dump, her crew continued trying to nurse the 30,000-ton tanker to relative safety.

Destroyer HMS Penn attempted to tow the deadweight, but the tanker kept slewing away in a stiffening breeze. At one point the tanker's crew were taken off, but they returned to try again.

Minehunter HMS Rye, of the Malta Escort Force, joined the tow, and Spitfires from Malta provide air cover, but another bombing raid started more fires on the tanker and shattered the rudder.

One final effort by the Axis powers came close to finishing her off, but in a final desperate bid to deliver the oil, destroyers HM ships Penn and Bramham were lashed alongside, with HMS Ledbury attached astern in lieu of a rudder and HMS Rye helping to tow the stricken Ohio.

With other ships providing a protective cordon, the group narrowly avoided a lurking Italian submarine and they threaded their way through a minefield.

Ohio's arrival in Grand Harbour was greeted by thousands of islanders who watched as the battered ship was nudged to her berth and the oil was pumped out.

As the last of the oil was drawn from her, Ohio finally gave up the ghost and settled on the sea bed at her berth.

Four more merchantmen made it through – or, in other words, nine of the original 14 were sunk.

It seemed a Pyrrhic victory for the Allies, who also lost aircraft and 300 men, but it was a victory nonetheless – and a huge morale boost at a difficult time for the Allies.

Its value came to be realised in the following months.

A fresh sense of hope meant Malta could once more be used to exert pressure on Axis supply routes to North Africa, leading to Montgomery's victory at El Alamein in October of that year, and the arrival of another convoy from the east finally lifted the siege of Malta, which won the George Cross for its fortitude.



● HMS Eagle

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Boat shed is ready on schedule

TIME and tide (or at least bad weather) were against them, but the cadets of **Methil and District** unit and their supporters dug in and ensured their new boat shed was ready on schedule.

Years of planning and fundraising by the UMC were followed by hard graft by staff and officers at the unit, clearing and preparing the way.

"It was heavy going for a while, and when the senior cadets came down to lend a hand it made all the difference," said PO Ernie Tolley.

"You don't realize how much kit there is to sort and stow until you have to go through it all.

"It was great to find some bits and pieces that brought back a lot of memories and fun for the instructors as well as the cadets."

The builders played their part as the timescale became tight and the weather intervened.

"We promised to have the building ready for the cadet opening and we weren't going to let them down – everyone pulled together and the result is outstanding," said Rab Crocket, of Buckhaven Building Supplies.

The new boat shed will allow instructors and cadets to look after the boats and provide instruction space for boat maintenance, marine engineering and safety equipment.

"We received a lot of support from Fife Council, Awards for All and the Bank of Scotland Foundation to name a few, and without them it would have taken a lot longer to achieve our goal," said unit treasurer Dick Harnden.

The day was tinged with sadness as chairman and project manager John 'Jack' Leishman died suddenly before he could see it completed.

In honour of his commitment and leadership the boat shed was dedicated to his memory, with members of Jack's family playing prominent roles in the day's events.

The dedication plaque was unveiled by Jack's daughters Tricia Stafford and Jeanette Cassells, who also unveiled and named a 16ft ex-Navy Viking motor launch, which now bears their father's name.

"It was a very emotional day for all the family and to have such a wonderful building dedicated to our Dad's memory is very fitting as he held all the cadets in such high regard," said Mrs Cassells.

"The Sea Cadets played a very important part in Dad's life and it's an honour to have him remembered."

Cadets from Methil joined Scouts from Glenrothes to help with a bucket collection for Help for Heroes.

"We have cadets from Glenrothes, Methil, Leven and even as far as Anstruther – it is wonderful to see our cadets willing to help raise funds for Help for Heroes," said S/Lt (SCC) Fiona Sekkat RNR.

"The Scouts were delighted to be able to help alongside the cadets," said Leader Dawn Grubis. "We have worked with the Sea Cadets before, and it is great to see two such distinguished youth organisations working together for a worthwhile cause."

The cadets spent the day gathering contributions from customers, supported by George Aitken, County Coordinator for Help for Heroes and the staff from Asda Glenrothes.

"The cadets and Scouts have done a marvellous job – they have worked all day and given their time and enthusiasm willingly," said Mr Aitken.

Sweet charity

THANKS to the efforts of AC Brown and PO Clark, **Barnsley** unit raised £11.45 at a Tarts for Troops sale of jam tarts, fairy cakes and Swiss rolls at stand easy – part of a fundraising campaign for Blind Veterans UK, formerly St Dunstan's.

www.tartstortroops.org.uk

Falklands telex sale boosts Gosport funds

A TELEX bearing one of the original copies of the message that the Argentinians had surrendered in the Falklands sold for £7,250 at auction – and benefited a Sea Cadet unit by more than £6,600.

The telex – transmitted by a system which combined telephone-style networks and printers – was donated to **Gosport** unit by Andrew Wing, of the Stoke Gallery, who offered it as a raffle prize at the official opening of the TS Hornet boating station.

But Captain Sea Cadets Capt Mark Windsor and RN colleague Capt Gavin Pritchard

advised CPO (SCC) Tony Salmon, of Gosport unit, that the telex was too valuable for a raffle, and it was withdrawn.

The telex, from 'JJ Moore' [Maj Gen Sir John Jeremy Moore, commander of British land forces in the Falklands] reports that Maj Gen Mendes had surrendered all Argentine forces to him on June 14 1982.

The raffle was unaffected, raising money for vital safety equipment at the boat station.

But the telex went to Bonhams, the auction house, where it was put into their Marine Sale in London.

Having generated considerable interest from around the world, the telex was eventually sold to a telephone bidder in the United States.

After costs, the sale raised £6,633.75 for Gosport, and unit president Cdr Mike Shrivs made it a priority to call in to pass on the news to Andrew Wing and to thank him for his generosity.

Andy said he was delighted, and when asked if he would like it used for a specific purpose, he said that money was for the benefit of the cadets and that he trusted the unit management committee to use it as it saw fit.

Canada Trophy heads to Essex

WALTON-on-the-Naze unit has been presented with the Canada Trophy for being the best Sea Cadet unit in the country in 2011.

Rear Admiral Chris Hockley, Flag Officer Scotland, Northern England, Northern Ireland and Flag Officer Reserves travelled east to present the trophy.

Rear Admiral Hockley and Mrs Hockley arrived at Titchmarsh Marina to join Captain Sea Cadets Capt Mark Windsor and Capt Harsch, Canadian Naval Advisor to London and Defence Attaché to Denmark, along with Cdr Michael Casement, London Area Officer

Cr John Greene and unit CO Lt (SCC) Gary Dodd RNR.

Offshore group TS Rebel provided two powerboats as viewing platforms for the VIPs to watch cadets take part in dinghy racing in Laser 2000s with Navy Board Cadet Casey Brown adding a few capsizes for good measure.

The Royal Marines Cadets played their part by demonstrating powerboat handling and, as a finale to the displays, the cadets re-enacted their part in the Queen's Diamond Jubilee Thames River Pageant with a sail-past of their Trinity 500 flying the flag of

Sri Lanka and giving three cheers.

The guests then toured TS Rebel with Principal Lt Cdr (SCC) Nick Moulton RNR.

To ensure parents and guests could be accommodated – over 300 attended – the presentation was moved from the unit's HQ to the Columbine Centre.

Rear Admiral Hockley was greeted on his arrival with a red carpet and an armed guard, and after a buffet for the guests – including the Lord Lieutenant of Essex Lord Petre and Essex County Council Chairman Mrs Kay Twichen – the VIPs were



● Mrs Hockley and JC Jasmine von Kaenel cut the celebration cake Picture: Photovogue Studio Ltd

escorted onto the stage under the watchful eye of First Lieutenant CPO Ian Richards.

Parade Marshall S/Lt (SCC) Jack Parson RNR asked permission to march on the cadets, who proceeded down the tiered seating to *Heart of Oak*.

Capt Windsor read out the citation, after which Rear Admiral Hockley officially presented the trophy to Lt Dodd and Capt Harsch presented a framed citation from Vice Admiral Paul Maddison, Commander of the Royal Canadian Navy, along with a signed book of the history of the Royal Canadian Navy and a personalised framed citation for Lt Dodd.

The cadets received engraved medallions, commemorative cap tallies, pin badges and maple-leaf badges for their uniform.

Presentations over, a celebration cake made by Margaret Andrews was cut by Mrs Hockley and Junior Cadet Jasmine Von Kaenel.

With the music system playing up, Capt Windsor led the guests in singing the National Anthem.

Following the formalities, guests and staff attended a buffet at Walton Frinton Yacht Club.

I say! What fun!

IF you chaps (and girls) would like to know what life was like in the Sea Cadets more than 70 years ago, here's a wizard weeze!

There's a spiffing film, made by those clever fellows at the Ministry of Information and featuring top-notch thespian Bernard Miles, about Sea Cadets in 1941.

And now you can all see what being a wartime Sea Cadet was all about by going to Youtube –

http://www.youtube.com/watch?v=50SNSfIRisc&feature=youtu.be_gdata_player

Try it – it's jolly good!



● The narrowboat *Diamond* is placed back in the water at Watford during her journey from Northamptonshire to London for the Thames Jubilee Pageant

Water shortage hampers journey

HARD to believe, but a shortage of water almost scuppered the efforts of **Rushden Diamond Division** to play their part in the Queen's Jubilee celebrations.

Despite April and June being the wettest on record, a plan to take the narrowboat *Diamond* down England's river and canal system to the capital fell foul of drought conditions which closed the Northampton arm of the Grand Union Canal between the

River Nene and Gayton Marina.

Northampton and **Wellingborough** unit had been chosen to represent the Lord Lieutenant of Northamptonshire at the Thames Jubilee Pageant, which featured 1,000 boats.

So the unit put out an appeal for help with transporting the boat, formerly known as *Pied Piper* but refurbished and renamed in honour of the newly-formed Rushden group.

And Wellingborough-based haulage firm Rob Masters Ltd answered the call, picking up the *Diamond* at Oundle Marina and delivering it to a boatyard near Watford, where it was craned back into the water to complete its journey south.

Other members of the unit took part in the diamond formation of Trinity 500 boats which displayed the flags of the Commonwealth in the pageant.

Welsh units pay tribute to Glamorgan victims

WHEN Carole Simms took over as chairman of the unit management committee of **Penarth** unit she found a board behind a cupboard headed 'HMS Glamorgan' with 13 faded names on it.

No one at the unit could remember it, but an enquiry to the HMS Glamorgan Association revealed that the 13 names were of the men who died on June 12 1982 when the ship was hit by a land-launched Argentinian Exocet missile in the final stages of the Falklands Conflict.

On the 30th anniversary of their deaths Penarth cadets paid tribute to the 13 victims of the attack.

The commemoration ceremony was attended by Dr Peter Beck the Lord Lieutenant of South Glamorgan, Vaughn Gething AM and other local dignitaries.

The refurbished honour board



was placed on the wall of the main deck alongside a picture of the destroyer, donated to the unit by the ship in the 1960s.

Mrs Simms – whose husband

was serving in Gibraltar in 1982, and who watched the Task Group sail for the South Atlantic – gave an address (*above*) before the Lord Lieutenant laid a wreath.

■ Cadets of **Cardiff** unit also paid tribute to the dead of HMS Glamorgan, 30 years to the day after the missile strike in the South Atlantic.

The youngsters mustered on the parade ground of the Ty Llewellyn TA Centre, alongside soldiers from the Royal Artillery and CMEM(M) John Callaghan, who laid a wreath for his former colleagues in the destroyer, assisted by unit CO, CWEM(O) (SCC) Mike Dixon and senior cadet AB Olivia Stickland.

Immediately after Colours the names of the fallen were read out.

After the ceremony CMEM Callaghan spoke to the ship's company about Glamorgan's deployment to the South Atlantic.

The unit also marked the surrender of the Argentinian forces.

Portrush pick up award

THE Queen has conferred on **Portrush** unit the Queen's Golden Jubilee Award – the Queen's Award for Voluntary Service, the MBE for volunteer groups, which recognises and rewards excellence in voluntary activities carried out by groups in the community.

The Award is given in recognition of outstanding achievement by groups of two or more people in the UK, Channel Islands and Isle of Man who volunteer their own time to enhance and improve the quality of life and opportunity for individuals and groups.

The citation stated that Portrush has been providing quality nautical engagement and adventurous training to young people with fun and community inclusion.

In the unit's 70th anniversary year **Portrush** continues at the forefront of work in the community, serving five council areas – Coleraine, Londonderry, Limavady, Ballymoney and Moyle, as well as assisting many others further afield.

Portrush formed up in 1942 with a unit HQ at Portrush Harbour, on the quayside where Portrush Yacht Club now stands.

The unit had the top floor of the building, with the ground floor used by a coal merchant – horse-drawn carts were loaded 'below deck', resulting in considerable black coal dust percolating through the gaps in the floorboards.

There was a horse-trough outside, not only to quench the thirst of the horses, but also to 'christen' newly-enrolled cadets...

MSSC in Teesside

THE Marine Society and Sea Cadets Tyne-Tees branch has held a major profile launch in the Teesside area to publicise the organisation and what it does.

Cadets from **Middlesbrough, Redcar, Stockton, Guisborough and Hartlepool** unit attended the event on board HMS Trincomalee in Hartlepool, escorting dignitaries and explaining the role of the MSSC and Corps.

Among the 90 guests attending were chief executives, mayors and chairs of councils, and representatives from the Teesside business community, as well as RN and Merchant Navy personnel.

Victor Spong, Chairman of the Tyne-Tees branch, gave a presentation on the work of the MSSC, which helped generate a good deal of interest in the work of Sea Cadet units in the North East.

The Hartlepool unit band played throughout the evening, while other cadets manned displays on the historic warship and the quayside.

The highlight for many was the Evening Colours ceremony.

Band member

LC Andrew Rich of **Gosport** unit was selected as a member of the Sea Cadets Massed Bands thanks to a Corps band course at HMS Raleigh.

Andrew, who is studying for his Grade 8 certificate on the cornet, was noticed on the course in February while gaining his SCC Musicians qualification.

The massed band played at the handing over of the Jubilee *Diamond* for safe-keeping in the Tower of London.

Diamond day

MEMBERS of **Tunbridge Wells** unit met in the town centre to celebrate the Queen's Diamond Jubilee.

They paraded for a review by Cdre Barry Bryant then carried out displays in band, drill and field gun alongside a static display marking the 30th anniversary of the Falklands Conflict.

The event ended with a celebratory lunch at the unit's Albion Road headquarters.

Birthday greetings from stars

THE Saturdays, Melanie C, James Cracknell, Amanda Holden, Gary Neville, Helen Skelton, Simon Le Bon and Jessie Ware were just some of the Sea Cadet supporters who sent birthday messages as the Corps celebrated its 156th anniversary on June 25.

Girl band The Saturdays said: "Happy Birthday to all the Sea Cadets – what an amazing organisation – congratulations and big kiss to you guys x!"

Singer Jessie Ware said: "Happy birthday Sea Cadets! Have a great day. Big love x" while double Olympic gold medallist James Cracknell said: "Wishing you all the best for the next 156 years!"

Actress and presenter Amanda Holden said she was "Living life on a crest of a wave! Happy Birthday Sea Cadets."

Blue Peter presenters Barney Harwood and Helen Skelton added their best wishes – Barney observed: "156 years young! Happy Birthday!" while Helen said: "I love a challenge from time to time but you guys face them daily with pride, passion and perseverance. What a great organisation. Big birthday wishes to you all!"

Former Manchester United captain and now England coach Gary Neville said: "I have long been a supporter of the Sea Cadets. It is an organisation that puts young people centre-stage empowering them to believe in themselves and achieve great things. Wishing you all a very happy birthday!"

Singer, actress and former Spice Girl Melanie C said: "Sending my best to all the Sea Cadets, Happy Birthday!", while Simon Le Bon of Duran Duran added: "Happy Birthday Sea Cadets. You guys are real stars. Hope you have a fantastic birthday!"

Celebrations for the NTC

THERE has been a flurry of celebrations in the **Nautical Training Corps** – a couple of anniversaries, a big party and a windfall.

TS Intrepid, the 14th ship to be commissioned into the NTC, marked their 50th birthday on March 22 with a celebration and reunion which attracted more than 200 people to Lancing Parish Hall – one of them being Corps patron Rear Admiral John Lippiett.

July 1 saw **TS Indomitable** undertake a similar celebration – though it was around a year late.

The unit was formed in 1961, but had to postpone its golden jubilee until this summer because of some much-needed refurbishment at its Burgess Hill base.

The whole Corps returned to its roots for the 68th Founder's Day, organised at the Level in Brighton where the very first such event was held.

And the windfall went **TS Intrepid's** way, when the unit won a public vote in the Pot of Gold grant award night at Adur District Council's offices in Shoreham – which means the cadets have a further £5,000 to add to the £9,000 already raised in their appeal to buy a new minibus for the unit.

Six poppy awards

SOUTHPORT cadets won an impressive six trophies at the Royal British Legion Merseyside and West Lancashire County Cadet Poppy Appeal awards, which were staged at the Naval Regional Headquarters in Liverpool.

Not content with scooping the Dusty Miller Cup for the Sea Cadet unit that collects the most, and taking the top three places in the individual Sea Cadet awards, Southport also won the Tri-Service Award (combined Sea Cadets, Air Cadets and Army Cadets) and took first place in the tri-Service individual awards.

Joe captures spirit of Corps activities

A **BASINGSTOKE** cadet has won a prize at the Royal Navy's prestigious photographic competition.

Fourteen-year-old Joe Smith took the Sea Cadet category in the Peregrine Awards with his image 'Team work'.

Joe received his award – a framed print of the image and a certificate – from First Sea Lord Admiral Sir Mark Stanhope in the Painted Hall, Greenwich, in front of some of the most senior Naval personnel and serving RN photos.

Joe also gets the chance to spend a week offshore sailing on the tall ship **TS Royalist**.

The winning image was of the Sea Cadet band marching through the Tower of London, helping to launch the start of the Diamond Jubilee celebrations in May.

Judges said the image showed "impact and the spirit and ethos of the Sea Cadets having fun".

Joe's mum Elaine and his dad Paul, who flew in from the States for the ceremony, said that Joe was a keen amateur photographer, having got a real taste for the pastime since they bought him a camera a couple of years ago.

They added that the many opportunities offered by Sea Cadet activities and training, from scuba diving to music, meant it was a good fit with cadet life.

Runner up was Reece Harris, aged 13, of **Ryde** unit, whose image was titled 'Into the distance'.

Marine Society and Sea Cadets Head of Comms and Media, Samantha Shaw, said: "We're thrilled to be part of this prestigious trophy, and entries have doubled since we first started last year."

"Having a category especially for Sea Cadets is a huge honour."

"Photography is a vital communication tool and has a key role to play in getting the message across."

"The Royal Navy recognises this, as is evident from the incredible standard of photography that the Trophy showcases."

"It's also a chance to show the world what you do – if you're proud of it, photograph it!"

Samantha said it was important to bear in mind the entry criteria – it has to be clearly a Sea Cadet image, and show artistry, good



● **Reece Harris**, of **Ryde** unit, was judged runner-up in the Peregrine Awards Sea cadet section for this image entitled 'Into the distance'

composition and imagination.

"Sea Cadets have lots of opportunities to capture something special – look at the amount we do, and the friendship and fun it generates," said Samantha.

"So get ready for next year – any picture that complies with the criteria taken between March 2012 and April 2013 can be submitted."

You will need to send a printed copy (on photographic paper) to the Comms team, MSSC, 202 Lambeth Rd, London SE1 7JW, plus a good resolution electronic image, emailed to marketingsupport@ms-sc.org

The winner gets an offshore voyage plus a chance to meet the First Sea Lord and the runner up will get £80 of Sea Cadet vouchers to put towards anything in the SCC shop or a course.

And both images will appear on the Sea Cadet website and Facebook page – at least 15 minutes of fame for all.



● 'Team work', the image of a Sea Cadet band at the Tower of London, won the top SCC prize at the Royal Navy's photographic competition for Joe Smith

Eastern Area sailors go for gold

WITH the Olympics very much in mind, Sea Cadets from **Eastern Area** in conjunction with the Royal Yachting Association sailed for gold at their area sailing regatta.

Hosted by the Sea Cadet Training Centre at Thrapston in Northamptonshire, in association with the Middle Nene Sailing Club, the event was used by organisers to inspire people to have a go at sailing, taking advantage of interest in the Olympics and Paralympics to promote the sport.

Despite blustery, challenging



winds the weather remained dry and cadets generally coped well with the constant risk of capsizing and collision – safety boats were kept busy standing by and helping

those who fell foul of the tricky conditions.

Cadets from **Ipswich** won the Bosun class, **Peterborough** took the honours in the Pico class, the

Toppers title went to **Rushden** and **Mansfield** prevailed in the Open category.

There were also three windsurfing classes, with cadets from **Northampton** and **Hinckley** taking gold.

Eastern Area Officer Cdr Langley presented prizes and trophies to units and individuals, with winners also picking up RYA Sail for Gold medals.

The winners in each class will go on to represent **Eastern Area** in the Sea Cadets national sailing finals at the beginning of next month.

Unit greets first Royal visitor for 900 years



IT'S not every day that a member of the Royal family visits the tiny Scottish highland village of **Lochaline**.

To be honest, it's not every year, or even century. In fact, the last time **Lochaline** had an official Royal visitor was some 900 years ago.

So the cadets from **Lochaber** unit (left) were delighted to be invited to parade and meet the Earl of Wessex when he visited the village.

The aim of the visit was to meet the local community and to see

the **Lochaline** Dive Centre's plans to sink a former warship in the Sound of Mull as an artificial reef diving attraction.

During the visit cadets and staff had a chance to chat with the Prince and to tell him of their plans to celebrate their unit's Diamond Jubilee which fell within a few days of the Queen's Diamond Jubilee.

Iain Thornber, Deputy Lord Lieutenant of Inverness, said: "The numbers of cadets who attended was truly magnificent, and as unit president I was very



● **POC Joshua Bell** receives his certificate from the Lord Lieutenant of Cumbria, Sir James Cropper

Top role for Barrow member

A **MEMBER** of the **Barrow** unit has been appointed Lord Lieutenant of Cumbria's Cadet.

POC Joshua Bell received his certificate from the Lord Lieutenant of Cumbria, Sir James Cropper, in a ceremony at Carlisle Castle.

Joshua was accompanied by his parents Austin and Angela, his younger sister Catherine – who is also a member of **Barrow** unit – and his CO Lt (SCC) Ted Creighton RNR.

And within days of the ceremony Joshua had completed his first engagement, at Carlisle Cathedral.

Joshua's citation said he was an "outstanding cadet" and a "thoroughly dependable young man who spends most of his free time at the unit fulfilling a variety of tasks and assisting others."

Gallipoli tribute

CADETS from **Oxford** unit made their annual visit to Bury for the Lancashire Fusiliers Gallipoli Commemoration service, where they were joined by colleagues from **Bury**, **Bolton**, **Rochdale** and **Accrington** units.

The annual service commemorates the landing in 1915 of the XX Lancashire Fusiliers at Gallipoli.

Three companies of the 1st Battalion were landed in open boats by ratings from **HMS Euryalus**.

The Fusiliers famously won "six VCs before breakfast", suffering appalling casualties in the process, while **HMS Euryalus** suffered 63 dead or wounded in the action.

Since this action there has been an affiliation between **HMS Euryalus** and the regiment, and **TS Euryalus** – the training ship of the **Oxford** unit – is proud to continue the tradition.

Parade night

HASTINGS unit held a successful Annual RN Parade, attended by Inspecting Officer Cdr Richard Tarr as well as the town's mayor, Cllr Alan Roberts and MP Amber Rudd.

A traditional group photograph was taken in front of the unit's 4in gun, which is to be removed later this year and taken to the Explosion! Museum of Naval Firepower in Gosport.

Cadets also gave a presentation on plans for the renovation and current uses of their old wooden main deck, which was built by cadets and supporters in the 1940s.

proud indeed of the superbly smart turn-out."

CO S/Lt (SCC) Derrick Warner RNR said: "We were honoured to be asked to parade for His Royal Highness in support of the local community."

"It was really their day and I was so proud of the way our cadets turned out and carried out their duties."

"It was the first time they had done anything like that."

"All in all, the day was wonderful and everyone had a fantastic time."

Rye on target again

WE told you in our May edition about Kendal unit's triumph by the narrowest of margins over Rye and District in the National small-bore rifle competition at Bisley.

Not content with taking the Cumbria District, North West Area and National titles, the 0.22 rifle team also finished first in the National Winter Postal League, which makes them the best team in the country.

The National squad of LC Victoria Edgar, AC Victoria Gardner, LC Otto Nelson, LC Matthew Robinson and AC Harry Rose, supported by Cdt Josh Ducie, LC William Brooks, AC Laurie Nuttall and LC James Quinn, have been together as a team for less than a year.

And it's not as if they are using the latest kit – CO Lt (SCC) Clive Sumpter RNR said that the rifles used by the team are in some cases nearly 40 years old.

It is a particularly sweet victory for the unit as it celebrates its 70th anniversary this year.

The cadets are members of K Rifle Club, and coaches Mike Sinfield, Rodney Johnston and Norman Williams, along with the manager CPO Andy Edgar, have put in many hours training the team.

Lessons in Lifewise

BARNSELY cadets joined youngsters from across South Yorkshire for a Young Leaders inter-Service fun day and quiz at the Lifewise Centre in Rotherham.

Four other cadet forces were represented – the Army cadet Force, the Air Training Corps, and the Fire and Police cadets.

They saw displays and heard talks on various aspects of the police, including police horses, dogs and armed response teams, as well as presentations by the NHS, ambulance and fire services.

Scenarios gave them information on the dangers of drugs and alcohol, and they also learned fieldcraft skills from the ATC.

Lifewise is an interactive learning centre for South Yorkshire, developed by the police and fire and rescue service, which features a purpose-built film set.

It is used to educate visitors about safety and citizenship, with the ultimate aim of reducing crime and improving the quality of life.

It is hoped this inaugural meeting will become an annual event.

Culdrose visit

A GROUP of cadets from Sussex Wing Air Training Corps were hosted by 829 Naval Air Squadron during their visit to RN Air Station Culdrose.

A group of 15 cadets had a close look at the Navy's Merlin and Sea King helicopters, and visited the control tower and airfield fire station.

Gun run team makes impression on finals

SEA Cadets took part in the increasingly-popular Junior Leaders' Challenge – and managed to leave their mark on the competition.

The event was conceived to champion Naval ethos and teamwork by encouraging people from all backgrounds to become involved with Field Gun and experience the leadership and teamwork qualities instilled in the

competing teams.

This year the competition has grown yet again, with 18 teams taking part at HMS Collingwood.

Four days of training for crews was staged before the event, and the Sea Cadet crew of 20 cadet and adult volunteers from all parts of the UK, aged 16-21, took full advantage.

Some had never laid hands on a field gun before they turned up at Collingwood, but the team were

yet again the only Navy crew to make it to the final.

No1 trainer WO2 Simon (Jan) Leeming, currently serving at Collingwood, gave up a week of work to voluntarily train and mould the cadets, building them into a working team of dedicated youngsters who pulled together to create a successful crew.

For insurance purposes live ammunition is handled only by serving personnel, so a big

thank you went to WO2 Jimmy Mulvihill, also of Collingwood, who took on this role and joined the crew for the week.

Not only did the team make the final, but they also won the Endeavour Trophy, presented to the team that has shown the most leadership and teamwork throughout the competition – and on its presentation the team learned that it had been a unanimous decision.

This year saw the introduction of the Cadet Inter-service Challenge shield, a new trophy given to the fastest team over the runs in the two heats prior to the finals – and this also went the way of the National Sea Cadets team.

Field Gun Officer Lt Cdr (SCC) Vicki Marson RNR, Headquarters Staff Officer Physical Training who organised the participation of the cadets in the competition, said the event was a fantastic example of what the Corps is all about – an organisation that empowers young people to reach their potential by developing valuable social and personal attributes like team working, leadership and communication skills.

And not only did the Corps provide a competition crew; there were also PT cadets and adults taking up roles such as track judges, timekeepers and even the bugler for the start of the races.

Support crew Lt (SCC) Ron Cheek RNR and PO Nigel Ludbrook were also thanked, as were the units that came to support with their home-made banners and very loud cheers – an element of the final day that seems to be growing each year.

The Corps crew – drawn from Southern, Northern, Eastern, London and North West Areas – was the youngest in the competition, and meant the Sea Cadets have participated for the past four years in the competition, making the final for the second time.

Prominent positions

TWO cadets from Beckenham and Dulwich unit had prominent roles to play in the Queen's Diamond Jubilee celebrations.

APO (SCC) Lucy Warlings was aide de camp to Jubilee Diamond Pageantmaster Bruno Peek and was not only present, but also carried, the diamond crystal at the formal lighting of the Jubilee Beacon in London.

LC Hannah Subit was chosen to be one of the readers at the Diamond Jubilee Thanksgiving Service at St Paul's Cathedral, and an interview she did with BBC TV was broadcast later that day.

Both said it was a great honour to be so closely involved with the celebrations.

Oliver is uniformly superior

AMONG the awards handed out at the Dover unit's annual presentation evening was the Malcolm and Neil Wiggins Memorial Shield for Best Dressed Cadet, won by OC Oliver Worsell.

The new shield was presented by Eric and Eileen Wiggins, who collected more than £800 at their 60th wedding anniversary last year and donated it to the unit.

As a result Dover created the trophy in memory of Mr and Mrs Wiggins' two sons, Neil and Malcolm, who were both members of the unit before having successful careers in the Royal Navy.

Both men died at a relatively young age.

Capt Mark Windsor, Captain Sea Cadets, thanked Lt (SCC) Sheila Watson RNR for her efforts over 13 years as CO of the unit, and wished PO (SCC) Sarah Butler luck as she takes over.

Lt Watson also presented the unit with the Watson First Aid Shield, which will be presented to any cadet who achieves the qualification of St John's Activity First Aid.

Among the other award winners were AC Thomas Amber, OC Jack Nixon, AC Christopher Geoghegan, OC Charlie Flux, LJC Tamzin Porter, JC Jessica Illman, AC Michael Walsh, Cdt Reagan Able, AC Charlie Vaughan, Cdt Maisie Batts, AC Dominic Button, Cdt Laura Potts, JC Yazmin Button, JC Jacob Tarchalski, JC Dakota Long and JC Blake Long.

Formal dinner marks 80th

CURRENT and former members of Barrow unit gathered at the Abbey House Hotel for a formal Naval mess dinner to celebrate its 80th anniversary.

Cdr Matthew Bolton, a cadet at the unit until 1981, when he joined the Royal Navy, proposed a toast to TS Sovereign.

The event gave the opportunity for guests to reminisce and recall fond memories while browsing old photos (many black and white), video footage, digital pictures and press cuttings.

Barrow has more than 60 cadets on the books.

Another duty

A BUSY cadet from Waltham Forest unit has taken on yet another high-profile task.

POC Darren Osborne was given the honour of being the Deputy Lord Lieutenant's Cadet for the London Borough of Waltham Forest, receiving his award from Deputy Lord Lieutenant Jeremy Fern.

POC Osborne has already spent six years in the unit, becoming an able cadet at the age of 13 and passing his POC Board at HMS Raleigh in 2011.

He is an Offshore Watch Leader, gained his Royal Yachting Association Level 3 qualification and is a full-bore shooting marksman; he was head boy at his school and chairman of the school's pupil council, and represents the youth of North Chingford on the local Police Community.

Medals for four

FOUR volunteers at New Romney and District unit have been awarded their Queen's Diamond Jubilee Medals.

Unit chairman Lt Cdr Don Davies RNR (Retd) presented medals to the Officer in Charge, CPO Alan Bell, and unit padre, Revd Jim Field.

President Hon Alderman Wood-Brignall then presented medals to PO Simon Matthews and PO Frederica Garside.

Following the presentations guests were entertained by the unit band playing on the parade area before enjoying a buffet supper in the Wardroom and a disco on the Main Deck.



● Cadets from the Canonteign unit on the water for the Shaldon and Teignmouth Queen's Diamond Jubilee small boats parade

The other Jubilee river pageant...

THOUSANDS of people gathered to cheer on participants in the waterborne pageant to mark the Queen's Diamond Jubilee.

Not the one on the River Thames – this was the parade on the River Teign in Devon, in which Sea Cadets of the Canonteign unit also had a prominent role.

Serving RN submariners WO1s Ian Hurst and Brian Hall, the Officer-in-Charge and Boats Officer, led staff and cadets in four patriotically-decorated Harbour Patrol boats in the Shaldon and Teignmouth Queen's Diamond Jubilee Small Boats parade.

More than 100 small boats, dinghies and yachts

navigated the river and estuary at high water on the day before the Thames version, well supported from the banks and shore despite poor weather.

Staff members involved included Simon Fawcett, formerly an engineer in HMS Invincible who served throughout the Falklands Conflict and went ashore at Stanley to support Fleet Air Arm helicopter operations.

Canonteign works in partnership with local organisations and the Harbour Commission operating a volunteer 'harbour patrol' under the control of the Harbour Master, Cdr David Vaughan RN, who was also on the water in his launch for the parade.



Pico performance

A TEAM of six Sea Cadets from the Hoylake unit travelled from Wirral to Colwyn Bay in North Wales to take part in the seven-race Pico Challenge at Perhos-Rydal School – and managed to fill two of the top three places.

Many competitors capsized in the 20-30 knot winds, but Abigail Saunders took first place, with her twin brother Thomas finishing third.

The team, pictured left, was (standing, from left): Johnny Johnson, Matty James, Alex Laro, PO Chris Hoppings, Jess Hargreaves; (front) Thomas Sanders, Abigail Sanders.



72 years and counting...

AS A passionate follower of all things adventurous, challenging, and above all nautical, young Alan Kennedy wanted to join the Royal Navy as a boy seaman.

Unfortunately his aunt, who brought him up, viewed the RN as a "scurrilous lot" who were not to be trusted to look after her young charge, and she forbade it.

So Alan did the next best thing, and joined the Harrogate and District Sea Cadet unit in May 1940 (pictured left in his first uniform).

Enjoying the life of a Sea Cadet, Alan progressed rapidly up to Cadet Petty Officer rank by November 1944; by October 1947 he was a Sub-Lieutenant, a Lieutenant three years later and achieved his current rank of Lieutenant Commander (SCC) in 1958.

He took command of TS Cleopatra in 1959, but left Harrogate for Sheffield in 1961 because of work commitments.

He joined Sheffield unit, then spread his influence and efforts wider by becoming South Yorkshire District Officer and District

Sports Officer.

In 1971 Alan moved back to Harrogate. He was firstly the District Staff Officer (Training) and then District Officer for West Yorkshire until 1987.

Alan, staunchly supported by his wife Ethel until her death in 2002, was recognised for his efforts with an MBE.

In 1987 he retired from active service and was made a vice president of the unit, he also served as chairman of the unit management committee and president.

At 84, and not quite as mobile as he would like, Alan felt it appropriate to stand down as president in favour of a younger person – though he will stay on as vice president.

Harrogate unit said they have so much to thank Lt Cdr (SSC) Alan King RNR (pictured right) for, and while sad that he is standing down as president, they are delighted that they will continue to see him in and around the unit at its events and ceremonies for many more years to come.



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The attempt to stop the naval arms race

THE Washington Treaty of 1922 was a major landmark in the naval history of the 20th Century.

It prevented a debilitating arms race between the major naval powers – the British Empire, United States, Japan, France and Italy, the erstwhile ‘Allied and Associated Powers’ of World War 1, but now potential rivals, even, perhaps, enemies, writes Prof Eric Grove of the University of Salford.

The Americans led the way in proposing major cuts in new capital ships, battleships and battle-cruisers – an offer the other nations could not refuse.

The result was setting the ratio 5:5:3:1.75:1.75 for the strength of these five powers in capital ships, a ratio set in newly-defined ‘standard’ tonnage. A similar ratio was also set for strength in the newly-developed aircraft carriers.

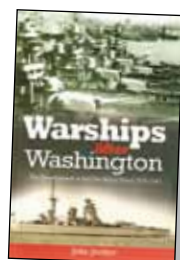
It proved impossible, however, to obtain agreed ratios for other kinds of warship.

Indeed the lower limits for capital ships became the upper limits for the cruiser, the largest of such smaller, ‘auxiliary’ warships. The result was the development of a new kind of ‘treaty cruiser’, of 10,000 tons and armed with 8in guns.

Well-known naval writer John Jordan apparently wrote a detailed account of *Warships After Washington: The Development*

THE GROVE REVIEW

of the Five Major Fleets 1922-1930 some time ago and, happily, that established impresario between more general international historians and specialist naval writers.



The volume provides an examination of the navies in the immediate post-World War 1 period, an analysis of the treaty itself, its general impact and the effect specifically on new capital ships, carriers and cruisers. The book then moves on to parallel developments in other types; first the interactive introduction by the Mediterranean navies of fast ships of limited range and very high speed and then the evolution of submarines and more conventional destroyers by all the navies.

It concludes with the development of the treaty system, the acrimonious failure in Geneva in 1927 and the eventual comprehensive London Treaty of 1930, which set ratios for all kinds of warship and which lasted until the end of 1936. The book also contains useful texts of both the Washington and London Treaties.

The author tries hard to put the treaties into their historical context and to bridge the gap between more general international historians and specialist naval writers.

The latter have often tended to see Washington and London as unfortunate limitations on the desirable uncontrolled quantitative and qualitative expansion of navies but, as the author points out, Washington was greeted with general relief as the beginning of a new less bellicose era in international politics. It certainly provided an interesting set of challenges to warship designers.

Although the Americans and Japanese had to take a ten year ‘holiday’ in capital ship construction, the British, who had no 16in gun ships under construction, were allowed to build two new battleships to the treaty limit for new capital ships of 35,000 tons.

These became Nelson and Rodney, probably the chosen names for the larger ‘Super Hood’ battlecruisers they replaced in the programme.

The new ships sacrificed speed

to firepower and the author argues that a more balanced design with rather smaller guns but higher speed would have been better. This reasoning is correct but misses the point that the ships were built primarily to mount the larger guns that the Japanese and the US navies already deployed.

Less well known is that the French and Italians were allowed to build new capital ships if they wished, an option they did not take up. Instead these two Mediterranean navies concentrated on smaller fast surface ships.

The French developed an enlarged destroyer, designated ‘contre torpilleur’ while the Italians moved from the ‘light scout’ to a class of 6in gun ‘large scouts’ named after Italian Condottieri of the Renaissance period.

The first ships had serious drawbacks in their quest for a speed of 40 knots, which was not sustained in service. Two were no match for a British-designed 6in gun cruiser and fleet destroyers at the battle of Cape Spada in 1940.

The Italians also developed the treaty cruiser into a small capital ship to make up for their lack of modern units of this type. Although much was done to limit their displacement to keep up appearances, the Zara-class ‘armoured cruisers’ displaced 11,500 tons, a clear treaty violation.

The sinking of all but one

of these capital assets by the battleships of the British Fleet at Matapan in 1941 thus takes on a new significance as a successful fleet action.

Surprisingly, this blatant Italian mendacity was not a common feature of the Washington era.

The Japanese treaty cruisers also were overweight, but as Jordan makes clear, this was due more to design defects than studied attempts to break the nation’s word.

He also shows that all signatories sailed somewhat close to the design wind to make the most of the treaty limits.

The author writes well and puts over the technical detail clearly and accurately. He is especially good on the question of carrier development that usefully clarifies the question of the different policies of the three major powers.

Only rarely does he get the detailed policy background wrong. The most significant place is with reference to British submarines. According to the invaluable BR 3043 on submarine design the Ks were designed not because of intelligence about faster German boats (that was the J-class) but because of the Grand Fleet’s insistence for still higher speed to support its operations.

Neither were the 12in-gun-armed M-class built for shore bombardment. ‘Monitors’ they may have been called but their gun was to attack high-speed surface

targets.

Some of the author’s statements in his introduction were a little troubling, the British ‘ententes’ with France and Russia were not full alliances (that was the problem) and the large British cruisers at Jutland were not ‘old’, just outmoded.

As the book gets into its main subject it acquires more authority, although the bibliography is most inadequate in its treatment of original sources.

The intricacies of naval treaty diplomacy are nevertheless dealt with most effectively and clearly and the book should be required reading for anyone who wishes to understand this period of naval history.

It is well illustrated with photographs and diagrams and good value at a list price of £30.

Preservation’s what you need

WITH the premature decommissioning of HMS Ark Royal back in 2010, there were some immediate calls to preserve her for the nation.

There have been similar calls to save Fearless, Liverpool and other fine servants of the Navy down the years. Invariably, hopes are dashed; the cost of ongoing preservation is too high and the vessels end up in the breaker’s yard.

But if the impression exists that, despite its rich naval past, Britain is rather poor at preserving its maritime heritage, a flick through ‘Gerry’ Gerhard’s *Preserved Warships of the World* (Melrose, £10.99 ISBN 978-1-907040-12-2) is a welcome counter-argument.

There are more than 30 preserved warships in the UK – in various states of preservation admittedly, and some are in private hands as houseboats and the like – from HMS Victory and Belfast to torpedo and gunboats.

The author is an ex-matelot turned shipwright now living in Australia. He was involved with the successful campaign to save Belfast and with the equally-successful effort to preserve HMS Alliance.

In fact, of the 140 or so warships listed in this booklet, Britain is second only to the USA when it comes to the number of vessels saved.

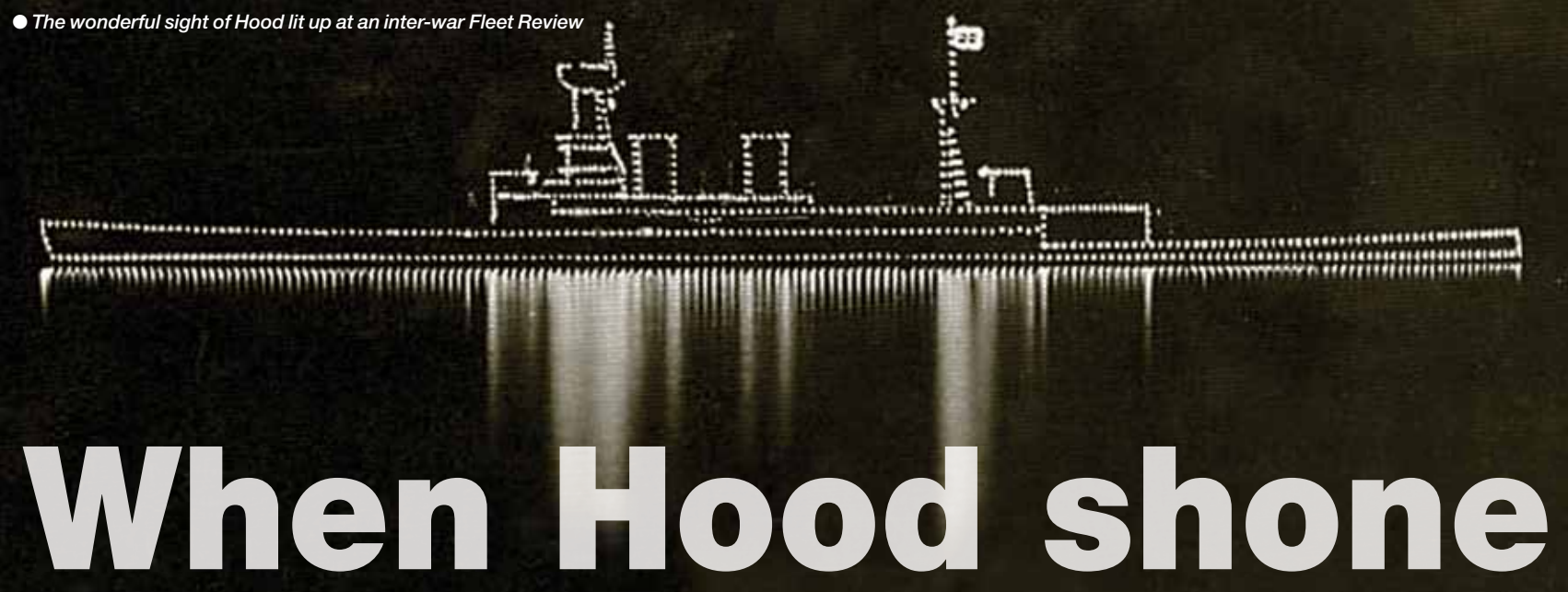
Not among the UK collections, sadly, is any battleship. The Americans, however, boast eight. And four carriers. And a good dozen submarines.

This is a handy little reference tool – let down occasionally by typos the proofreader should have caught (such as HMS Brunnington...) some pictures which haven’t reproduced brilliantly, and Victory hasn’t been flagship for the CinC Portsmouth – or used for courts martial for quite some time.

What shines through is Gerry’s passion for ships – and saving them for future generations to appreciate what went into building and serving in them.

Too often, “they are lost forever” the author laments – indeed the Sword of Damocles now hangs over not a few of the vessels in his book.

● The wonderful sight of Hood lit up at an inter-war Fleet Review



IN THE 70-plus years since her demise, HMS Hood has rather been defined by her swift and brutal end – she lasted not ten minutes in battle with Bismarck.

But there is another Hood, a Hood which was the pride of the Navy and nation for two decades. It is that story – as well as the battle-cruiser’s tragic loss – told by Bruce Taylor in *The End of Glory: War and Peace in HMS Hood 1916-1941* (Seaforth £16.99 ISBN 978-184832-1397).

Dr Taylor is one of, if not the, pre-eminent Hood scholar, having produced the impressive and beautifully-illustrated *Battle-cruiser HMS Hood* back in 2005.

Seven years later, *The End of Glory* is a combination of an abridged form of the previous book (minus illustrations) with fresh material the author has gathered in the intervening period.

In the inter-war period, the battle-cruiser would acquire numerous nicknames: ‘cock of the Fleet’, ‘pride of the Navy’ and simply ‘the mighty Hood’.

But to some she was seen as a bit of a white elephant, arriving too late for WW1 and at a cost of nearly twice that of any previous warship: over £6m – in excess of £1bn today... or, as one union magazine put it, enough to build “10,000 comfortable cottages for British one-room slum dwellers”.

Those serving in Hood, however, saw her differently. “What a ship!” one sailor enthused. “Efficient. Fast. Happy. Beautiful lines. Good at sport. Football. Running. Good at everything. Cock of the Fleet!”

Wherever Hood visited, crowds turned out in force, never more so than on her much-celebrated ‘world tour’ in 1923-24 designed to impress upon the Empire’s Dominions the importance of the Royal Navy for their protection (and to encourage

their own maritime ambitions), and to impress upon other nations that, despite post-war austerity, the British Navy remained a potent global force.

It’s difficult to say what impression the world cruise actually left. Certainly millions of people turned out to see Hood and her accompanying ships (especially in Australia), but after six months the ship’s company were somewhat bored. “Going round the world is alright,” wrote engineer officer Lt Geoffrey Wells. “In fact, being paid to go round and under such circumstances as this is great, but one needs a fortnight’s holiday at home in the middle of it.”

In many respects, *The End of Glory* isn’t simply a book about Hood, but about life in the RN between the two world wars, about the daily routine of sailors, the importance of sport, of runs ashore in foreign ports, and ‘entanglements’ with ladies.

In the Hood postbag there were often letters addressed to fictitious sailors AB B M Lever (part of the gun mechanism...) and AB Derek Topping (mimicking the cry ‘derrick topping’ when using one of the ship’s cranes) from women they’d met ashore:

*Dear Derek
You said you was going to rite but you never. I am now three months gone. I am dispartate has I am beginning to show – what are you going to do about it? Rite soon.*

Hood was, by and large, a happy ship. The exception was the mutiny at Invergordon in September 1931 when news of pay cuts of up to 25 per cent reached the ship (that news came courtesy of the BBC and papers, not official Admiralty channels, rather mirroring the premature demise of

the Ark Royal 80 years later...).

The Admiralty largely washed its hands of the mutiny; it wasn’t its fault, it said, while the mutinous behaviour was “inexcusable” and had damaged the reputation of the Royal Navy – and the country.

Hood’s sailors, however, saw it differently. “It did a bit of good,” one leading hand recalled. “It did make them see that you had intelligent people in the Service – and that they were not going to be trampled on.”

Invergordon would usher in a decade of crisis for Hood, the Navy and the Nation. Those crises – Mussolini tubthumping in *mare nostrum*, civil war in Spain, Nazi Germany’s land grabbing in central Europe, Japan’s increasingly threatening stance in the Far East – placed huge strains on Britain’s flagship.

As her captain in the mid-30s, Francis Pridham, put it: “Whenever international relations became strained, the question was asked: Where is the Hood?” The lower deck were rather blunter. No longer was she the mighty Hood but ‘The Seven Bs’: Britain’s Biggest Bullshitting Bastard Built By Brown. Both would be fitting epitaphs for the ship.

The fact that Whitehall kept turning to the Hood whenever there was a crisis, denied her the overhaul and modernisation she desperately needed by the late 1930s. The outbreak of war at the decade’s end curtailed any chance of the rebuild other capital ships of the day – Queen Elizabeth, Warspite, Valiant and more – enjoyed.

And so it was a tired Hood which sallied to meet the Bismarck when the latter broke out into the Atlantic in May 1941. The crew feared no warship on the Seven Seas – except Hitler’s flagship. “We had the speed, yes, and we had the gun power – but we did not have our armour in the right place!”



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Thrills at Frilford

Continued from back page within five shots of each other. However, POPT Wendy Briggs (HMS Raleigh) shot a fantastic 79 in Round 2 to clinch the title – all-the-more befitting as Wendy is scheduled to leave the Service later this year after many years involved in RN sport.

Lt Cdr Charlotte Bull (NCHQ) won the net competition, playing below her handicap over both rounds, after moderating against CSS.

LPT Kerry Isbell (HMS Sultan) played well but had to be content with second places in the gross and net events.

In the Inter-Command men's team events, the strokeplay and matchplay proved to be closely-fought affairs between the Royal Marines and Naval Air.

In the strokeplay third round, Naval Air pulled ahead and produced a winning margin of six shots.

Plymouth pulled off a superb victory against a strong Royal Marines side in the early rounds of the matchplay, by doing so throwing the closing stages wide open.

However, a run of wins for Naval Air saw them going into their final match against the Royal Marines in a strong position, with a halved match securing victory.

For more details of the event and general RN golfing information, visit the RNSGA website at www.pdevportal.co.uk/sports/golf

Sailors thrash Army and RAF

The RN sailing team thrashed through the unseasonably wet and windy conditions to win the Services' Offshore Regatta.

With a mixture of experience and youth the team raced three Victoria 34 yachts over five days in a series of inshore and offshore races, and also tested out the Olympic course in Weymouth.

Every year each Service enters three teams in identical boats, all skippered and crewed by serving personnel, with one Service taking overall responsibility for planning the races and itinerary – this year being the Army's turn.

After a dominant display on the water the RN were presented with the overall trophy at the Royal Yacht Squadron in Cowes by Lt Gen Rollo, Commodore of the Army Sailing Association.

"All 21 members of the team have contributed to this comprehensive win and have worked incredibly hard throughout the week. They can be justly proud of winning the Inter-Service event," said RN team captain Lt Cdr James Baker.

In the offshore race to Weymouth, the boats raced overnight to the South of the Isle of Wight, jockeying for the slightest advantage on their way to the finish line at Weymouth.

In the identical yachts the crews had to work hard for the slightest advantage and after 16 hours of racing the RN teams took first and second places. Similarly in two days of fierce inshore racing the two top boats were again Navy crews.



● Mission accomplished: (l-r) Lt Ed Moss-Ward, NA Chris 'Cinders' Ellors, Cdr Iain Whyte, Mel White, Ex-WO John White, Lt Cdr Michael 'Doc' Cox, former Mne Aaron Moon, Sub Lt Matt Kitson, LS Will Cairns and Aaron's partner Donna Brown pose at the top of Snowdon

Once RNRU, always RNRU

STANDING on the top of Wales' highest mountain, former Royal Marine Mne Aaron Moon joins the men and women who've scaled this peak – and two others – on his behalf.

Stalwarts of Navy rugby union volunteered to climb Ben Nevis, Scafell Pike and finally Snowdon within 24 hours, inspired by the green beret's courage and determination after he was wounded in a bomb blast in Afghanistan, writes Geraint Ashton Jones.

Aaron was a very promising player whose rugby career with the Royal Navy U23 team was ended in 2008 after his Viking struck a roadside bomb. The 25-year-old from Lancashire had been in Helmand just one week.

The blast left him with critical injuries which ultimately led Aaron to choose to have his right leg amputated. It brought an end to his rugby and ultimately led him to leaving the Service.

But his spirit in adversity is what prompted some of his former fellow players and U23 RN rugby union officials to raise money on Aaron's behalf.

The idea, formulated over a pint by 2007-08 head coach Lt Cdr Michael 'Doc' Cox and Lt Ed Moss-Ward, was the classic 'three peak challenge': Ben Nevis (1,344m), Scafell Pike (978m) and Snowdon (1,085m), along with 462 miles of driving in between.

The full team consisted of Doc and Ed who were joined by three of Aaron's former teammates in Sub Lt Matt Kitson, NA Chris 'Cinders' Ellors and LS Will Cairns.

Also undertaking the challenge were former Navy U23 chairman, Cdr Iain Whyte, former team manager and ex-warrant officer, John White, U23 sports therapist



● True grit... Aaron shows true RM determination to make the final few feet to the top of Snowdon

Mel White and the former director of rugby and retired Lt Cdr Geraint Ashton Jones. The final team member and principal driver was LH Jon Ryder.

The chosen charities were BLESMA, Rugby for Heroes and RNRMC – each good cause has been and remains active in providing support for Aaron as he continues his rehabilitation from the multiple injuries he sustained.

In many ways the challenge did not start at the foot of Ben Nevis but rather at HMS Collingwood when embarking in their minibus the team undertook the twelve-hour journey north to the JSMTCC Ballachulish.

There were a few stiff bodies that started the first ascent at just before 9am the following day.

The first climb was Britain's highest mountain, Ben Nevis. At 1,344m high there is no easy route but the most straightforward is from Glen Nevis.

Good weather ensured that the team could enjoy the great Scottish scenery as they gained

height – justifiable reward for the effort they were putting in.

They reached the summit plateau in just under two and half hours, which includes the highest war memorial in the UK, before retracing their steps to the waiting minibus in the glen way below.

Following a six-hour journey south the next challenge was Scafell Pike. At 978m it is the lowest mountain of the three – but the ascent is in many ways the most challenging.

Started late on the Saturday evening the descent was completed in the dark, which combined with a wet and very rocky summit slowed progress, as great care was required to ensure that falls did not add to the discomfort of tired legs and bodies.

With the team slightly behind the clock it was important that on return to the minibus they quickly set off to North Wales for the ascent of Snowdon.

However the hot drinks provided by the support crew were most welcome as wet clothes were

shed and some food was crammed in.

Sleep was attempted but not easy through the twisting lanes from Wasdale to the M6.

The final leg along Snowdon's Pyg track involves the least ascent. The early walk-in proved to be fairly straightforward. The Pyg track though has a sting in its tail.

The climb up to Bwlch Glas reminded all that they already had two mountains in their legs. However the end of the challenge was too close for anyone to be denied. Snowdon's busy summit was reached by all within the 24-hour deadline and despite the biting cold wind, the warm satisfying inner glow of achievement, could seep in to weary bodies.

The original plan had been for Aaron to walk the final leg. However this had to be revised following recent operations to solve complications with his amputation.

This did not prevent Aaron from using Snowdon's famous mountain railway to join the team at the summit and make the summit photograph complete.

It also served to remind everyone that though the challenge had left them with tired and aching bodies, the weariness will pass and be replaced by the sense and satisfaction of achievement. For Aaron and many like him his challenges continue day in, day out.

It is through the work of charities like BLESMA, Rugby for Heroes and RNRMC that their futures can, in a small way be helped.

Donations are still being received at the team's Just Giving page – www.justgiving.com/RNRU-3-Peaks-Challenge, – where the figure stood at nearly £3,500 as Navy News went to press.

Men of steel raise the bar

THE sound of clanking iron heralded the third annual RN powerlifting and single lift championships.

Open to all members of the Armed Forces, 16 athletes from all around the country travelled to the Sail Loft Gym in HMNB Portsmouth for the event with a good number of new faces in amongst the old veterans, writes LMA Chris Martin, RNPA.

LPT Hinds and his team had done sterling work in assisting with the organisation and set up for the meet.

The athletes competed in either the three-lift event (squat, bench press and deadlift) or single disciplines.

This year's championship also incorporated a most welcome visit from the Compulsory Drugs Test team to ensure fair play by all.

After weighing in and being tested the competition began with some immense efforts and several new RN records being set.

In the 58.5kg category LPT Reg Cawley from HMS Neptune, wiped the board setting new records in all three disciplines and managing an impressive total of 302.5kg.

As a relative novice to the sport Reg shows a good deal of potential lifting at a standard that would place well at both national and international meets.

At 60kg Adam Young (HMS Illustrious) also wiped the board clean setting new records for both junior and open age categories totalling 277.5kg.

In the 82.5kg category, another new face, the powerful Reece Meakin, went from strength to strength breaking the previous RN junior records for both bench press and the deadlift and setting a total of 502.5kg in the process. Wtr Scott Jordan, of HMS Neptune, took second place.

The 90kg weight category promised to be intriguing and it didn't disappoint with two of the most experienced lifters; the lean and muscular Maj Steve Congreve (11 Sqn 1 AGRM) against the stockier LMA Chris 'Doc' Martin of HMS Neptune.

Steve and Doc had competed in March where Doc had very narrowly won; this rematch was equally close. Doc was ahead after the squat, but Steve pulled it back lifting more on the bench.

It all came down to the deadlift. Luck this time was with Doc who managed to pull a personal best of 235kg winning the weight class with a total of 555kg as well as taking the overall best lifter award, Steve came second with 540kg.

At 100kg was the young Mne Craig Downing. At only his second competition Craig managed an excellent 235kg deadlift and made an attempt at 250kg but he couldn't quite lock out. He still won the weight class with a total of 475kg.

At 110kg the Army's John Cowie put in a superb display totalling 530kg to win the class. Second was AB Tom Milner who also managed to set a new junior record in the deadlift of 225kg as well as a new RN record for his total of 485kg.

In addition to the full power event several lifters entered individual lifts. At 82.5kg Zach Woolley, at his first competition, set a new RN record with an incredible bench press of 155kg.

At 100kg, Cdr Simon Wynn benched a massive 150kg while at 110kg Lt Adam Cooper, in his final RN meet, benched 155kg.

In the single deadlift at 90kg AB Jonathan Redmond pulled 170kg while Lt Adam Cooper pulled an impressive 230kg in the 110kg category.

For more information on Royal Navy Powerlifting and our upcoming events check the website sites.google.com/site/rnpowerlifting or find us on Facebook – Royal Navy Powerlifting Association RNPA.

Officers tackle the Musto with gusto



TWO RN dinghy sailors were represented at the last sailing event to be held at Weymouth prior to the Olympic Games.

The Musto Skiff World Championship attracted 108 sailors from around the world, representing Australia, Germany, Russia and ten other nations, as well as a large contingent from Great Britain.

There was a real buzz about the boatpark which the competitors shared with a number of Olympic teams putting together the final phase of their preparations.

On the water, all the sailors were exposed to a week of difficult conditions, including, calm, mist, rain and strong wind which proved a true test of sailing skill.

Off the water, in contrast to their professional counterparts, the Musto sailors enjoyed a lively social week, including quizzes, a charity auction, and the younger contingent made several night

raids on Weymouth's nightclubs, as a result many international friendships were made or renewed.

The event was won by Bruce Keen (GBR), while Lt Cdr Dan Vincent (HMS Collingwood) finished seventh overall and Lt Richard Watsham (HMS Echo) who's pictured in action, left – relatively new to the class – showed great determination to finish 71st.

"I felt I sailed as well as I could have hoped and I am very pleased with finishing seventh overall," said Lt Cdr Vincent.

"I now have two years to prepare for a real go at the next World Championship in Perth, Australia."

The Musto Skiff was designed in 1999 as an Olympic single-hander class to replace the Finn (which Ben Ainslie sails). However, despite being sailed widely across Europe and Australia it has not been adopted by the Olympics, and is instead sailed by enthusiastic amateurs.

RAF's narrow win

THE Royal Navy defeated the Army and ran the Royal Air Force close in a dramatic Inter-Services competition at the home of cricket.

The sailors and marines edged their Army counterparts in the first of three Twenty20 matches at Lord's Cricket Ground, before playing with patience and skill to set the Air Force a competitive score which they reached with eight balls to spare.

The RAF's team captain Flt Lt Matt Compton held aloft the trophy, while SAC Graeme Cessford was named man of the tournament for his dangerous fast bowling and powerful batting.

The Navy's team coach Lt John Stephenson said: "It was wonderful to see an RN side come and compete in the manner which they did today.

"Defeating the fancied Army team and running the RAF so close, until the cricket machine that is SAC Cessford took the game away from us; we were one over away from a fantastic day.

"But we will come back strong in the 50-over format taking heart from how well the boys played today."

The recent rain held off as the teams and spectators enjoyed blue skies and summer temperatures. Players from all three Services responded with positive hitting and energetic displays.

In the first game the Navy's openers batted well and the Army were left needing ten off their final over to win. They scored nine and the crowd thought the game had been drawn, but the RN were awarded the win thanks to a faster run rate in their first ten overs.

The Army therefore had to play again, against a strong RAF side inspired by SAC Cessford, and suffered a heavy defeat.

Their score was at, different points, 3-2, 5-3 and 15-4 as they were bowled out for 44 in only 13 overs.

The RAF wasted no time in concluding a nine-wicket victory in fewer than nine overs.

Batting first in the final proved a stern test for the Navy, but openers ET(WE) Matt Thompson and Mne Lee Evans weathered the storm that was Cessford's bowling to end up with scores of 52 each.



● Man of the Tournament SAC Graeme Cessford bowls at the RN during the final match at Lord's.

Picture: Sgt Jez Doak, RAF

With some free hitting late in the innings the Navy finished on 147-4 off 20 overs. They then attempted to restrict the RAF's scoring as much as possible.

The match was evenly poised until SAC Cessford began to score quickly batting at number four, hitting four sixes until an attempted drive deflected on to his stumps on 56.

By that stage the airmen were already at 139, and the team completed a win by six wickets.

Navy captain ET(WE(SM)) Matt Thompson (HMS Ambush) said: "We're so honoured to have been able to play at this legendary ground and grateful that we were given time to prepare when the Navy is so busy on operations.

"Congratulations to the RAF on their win, we're disappointed obviously but we've put in a very strong performance we can be

proud of."

Proceeds from collections on the day and other giving will benefit the military welfare charity Combat Stress.

Col Peter Sharland, Chairman of Combined Services Cricket, said: "This was a wonderful day of cricket with a keen competitive edge.

"We are very grateful to the Marylebone Cricket Club for their fantastic hospitality and unwavering support to the Armed Forces.

"I am delighted for the players who have played at Lord's today and will remember this event for the rest of their lives."

And so to Portsmouth, where lashing winds and constant downpours meant the Navy Cup was shared for the first time in recent memory.

HMS Excellent and BRNC

Dartmouth were ready to compete for the knockout trophy but the unseasonal weather prevented a ball being bowled.

This year's competition saw 12 teams play in rounds from May, with Dartmouth topping the West division and Excellent leading the East.

Despite the threat of rain Dartmouth's team travelled up from Devon for the final in front of sponsors and VIPs at Burnaby Road in Portsmouth. However a brief sunny spell was overtaken by looming clouds and eventually thunderstorms.

Numerous pitch inspections took place but by the time the teams arrived at the ground the cricket outfield resembled a small lake. The match was called off before the start and so Dartmouth and Excellent will hold the trophy for six months each.

Handicap helps RN to victory

THE Senior Service narrowly beat the Army in polo's hard-fought Jubilee Rundle Cup match thanks to the 1½ point handicap lead the Navy started with.

The final score was 6½-5, with the Army team playing strongly towards the end of the game but being unable to capitalise on penalties.

The glamorous Rundle Cup Day, which takes place in the grounds of Tidworth House in Tidworth garrison, combines the dramatic speed and skill of two top-class polo matches and the light-hearted good humour of well-known celebrities attempting to play polo – both on bicycles and ponies – in a charity match.

The impressive setting of Tidworth House – now a Personnel Recovery and Assessment Centre for sick, injured and wounded Service personnel – provided an ideal backdrop to the day.

Thanks to the excellent maintenance of Tidworth's polo fields the matches could go ahead despite the non-stop heavy rain in the days leading up to the Rundle Cup.

Grey skies and intermittent showers did not dampen the enthusiasm of the large crowd who cheered on both teams.

The Navy set off with a purpose, keen to win back the cup after the Army won it last year, and scored two goals within the first few minutes of the start. A third goal by two-goal player Lt Hiro Suzuki for the Navy put the Army under pressure, but two goals by Capt Matthew Eyre-Brook opened the Army's score sheet.

The Army were beginning to play their shots well with Capt Eyre-Brook scoring all five goals, but the Navy kept ahead with good defensive play and cemented their lead with two more goals by Lt Suzuki.

It was the 17th Rundle Cup day organised by Brig (Retired) John Wright who is leaving this year to become the Chairman of the Hurlingham Polo Association after many years of service to the military polo community.

Picture: Sgt Adrian Harlen



Novices take centre stage

ROUNDS eight and nine of the **Thundersport GB Championship** with the Combined Military Services Championship (where members of all three Services compete and gain points based on their finishing position) incorporated into all disciplines during the day, was held on the Snetterton 200 circuit in Norfolk.

The meeting saw a dramatic drop in competitors, more than likely due to the forecast weather and the distance to Snetterton from most teams' home bases, writes *Dutchy Holland*.

Team Navy – as the bike team is known – represented the Royal Navy Royal Marines Motorsport Association in the GP1 (Royal Marine Steve MacMillan (Poole) on a Honda CBR Fireblade – pictured above), in his first ever outing and Pre-National 600 classes (Royal Marine Steve Elliott (30 Cdo IX) on a Triumph 675).

The weekend started with qualifying on the Saturday where Steve M, hit the low 1m 30s for the GP1 grid although this could have been quicker if he had not had issues with the quickshifter on the upshift.

He eventually qualified 23rd, while Steve E managed a 1m 26s, which placed him 20th on the grid for the Pre-National 600 race.

As the lights went green for Steve E's first race he got off to a good start and had soon made up three places by the first corner, but on lap three disaster struck the championship leader as he high-sided – so the race was red flagged.

Once re-started, Steve E soon settled into the flow – in only his second competitive race – and was soon improving his lap time, managing a 1m 23s, although this was still some three seconds off the mid pack. He took the chequered flag in 15th – not a bad result for his second race.

Next up was Steve M's initiation into racing which saw the GP1 and Superstock 1,000s on track together. He got off to a good start and then maintained consistent laps of 1m 30s (with a best of 1m 23s), although he was down on power and had the wrong gearing he did finish in a credible 19th.

It was then the turn of Steve E to take to the track again for the Pre-National 600s second race of the day.

Again he had a good start and maintained a steady rhythm to cross the line in eighteenth and a best lap of 1m 24s.

Sunday saw the Pre-National 600s out first, with Steve E out on wets. Starting 20th on the grid, he passed six riders before the first corner.

As he started the second lap the rain started to fall, with wets being a good choice.

Steve held position and then passed other riders in mid-pack, even coming shoulder to shoulder with another rider through the fast Coram Corner.

The penultimate lap saw Steve take ninth position and leading what had been a four-bike battle during the preceding seven laps.

Unfortunately, his inexperience then showed as he entered Montreal with too much power and the back end went. He managed to hold it to cling on to the back of the four-bike tussle and crossed the line in 12th.

It was then time for the GP1 with the Superstock 1,000s race with Steve M, who had an uneventful race in the wet and even made up a few positions as other riders struggled with the conditions which in some cases got the better of them.

Steve managed to cross the line in 15th, only managing to make up one place, but had he been in the Superstock 1,000s he would have made up five places and gained more points for Team Navy.

Steve E went out for race two of the day in the Pre-National 600s, where there were no incidents – unlike the previous day. He took the chequered flag with rider and bike in one piece.

Steve M was then out again for his final race lapping in the 1m 26s area. He finished 18th and bagged his best lap of the weekend.

All in all the Team Navy novices had a good weekend bringing both bikes and riders home in one piece, and gained some more points for the team in the Combined Military Services Championship to close the gap on the Army.

More information can be found at www.pdevportal.co.uk/sports/motorsport/

'The rest had better watch out' for Chris

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the world – it is a complete luck of the draw in the way the fights will be marked up so I'm just concentrating on my training at the moment."

And although now he is a full-time athlete who travels the world to fight and train at different events and camps, Chris says he owes much of his discipline and fighting spirit to the Royal Marines.

"I see myself as a Marine first," he said. "In some ways

it's not that much different with the camaraderie and the travel, but although physical exercise is a massive part of that, it is very different to what I do now because it is so controlled and judo is very technical.

"We can't just use our muscle to move people around – it is all about technique.

"I'm looking forward to it. It feels like it was a long time coming but I'm here and I'm ready – the rest had better watch out."



'The rest had better watch out' for Chris

ROYAL Marine Chris Sherrington fights for Olympic glory this month after representing the UK and his Service at judo for the past eight years.

The 28-year-old (pictured above, courtesy of the British Judo Association) will be the first heavyweight in 20 years to represent Great Britain at any Olympic Games, competing in the men's +100kg category.

Based at Arbroath, Scotland with 45 Commando, Chris is originally from Wigan in Lancashire and is ranked at 52nd in the world.

"I am naturally absolutely delighted," he said. "It is a real relief to be honest because I feel like I've been waiting a long time to hear about whether or not I have been selected."

"I now know which direction I'm going in. This is my first Olympics and I am really honoured to have qualified. It's a double honour because not only am I representing my country but also the Royal Navy and the Royal Marines who have been hugely supportive of my training and have helped me get where I am today."

Chris, who has been married to Zoe for a year, joined the Corps aged 17 and began his judo career four years later after looking for a sporting outlet following a tour of Iraq.

"I was a rugby man really, but being a team sport you can't really get that much aggression out without getting into trouble," he explained.

"I used to do judo when I was a kid for a couple of years and so I decided to start going again and really enjoyed doing it."

Chris qualified for the British trials that year and by the end of the competition was ranked third in Britain, resulting in the Royal Marines offering him a full-time sports draft.

With only six months full-time training under his belt he then competed again at the British trials, winning to become the best +100kg judo player in Britain.

Now a three-time GB champion and two-time British open winner, Chris took the gold medal at the World Cup in Samoa in November last year, qualifying him for Olympic selection.

Confident he's at his physical peak, Chris has been working hard to ensure he's in top condition to meet his peers, such as reigning world champion Teddy Riner from France.

"When I started off in the sport eight years ago I weighed 110kg and went up to 140kg by putting on a lot of fat because that's quicker than acquiring that much weight as muscle," he said.

"However now I'm down to 125kg because I have worked most of that into muscle and I'm in really good shape. I'm looking good at the moment – I'm fit and very, very mobile."

"I'm just as strong as I was when I was bigger but I am also much quicker which is important in this sport."

"It is hard to say who I'll be watching out for because we're talking about the top 24 guys in

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Picture: LA(Phot) Jason Ballard, FRPU East

The fall before the pride

NAVY and Royal Marine athletes performed strongly as they competed against the Army and RAF at the annual-Inter Services Triathlon Championships at Hever Castle in Kent.

For the third year running Royal Marine Maj Charlie Pennington was fastest over the course despite an early fall on the bike leg.

Slightly bruised, he reeled in the Army's Maj Chris Stuart's advantage of two and a half minutes entering the final running leg to win the male open and overall event by almost a minute.

In all 96 athletes from the three Services took part with guest racers from the Police and Prison Service.

"I'm clearly very happy to have won the event as it makes all the sacrifices my family

and I make that little bit more worthwhile," said Maj Pennington.

"It was a tough day at the office: I was racing a different bike – I travelled from southern Holland the day before, I crashed almost immediately after leaving transition and took a wrong turn on the bike course and had to re-trace my route."

"The great thing about this sport though is that it really is the strongest swim-bike-runner who wins, rather than the person who is very good at one discipline, and I hope I proved that this year."

"From a team perspective, it was great that the Royal Navy did so well, coming a close second to the Army."

"The Army's annual dominance at the event is looking more and more precarious as each year passes with the Royal Navy adding strength and depth to the team."

In the male open team event the Navy came in a close second behind the Army, with an overall deficit of only six minutes for the top eight athletes. There were only ten minutes separating the top 20 competitors.

For the first time in three years the Navy had a female open team, who raced well against more experienced Army and RAF teams to finish third.

In the male veterans' team the Navy placed second behind the Army again.

Royal Marine Capt James Buckley raced as a guest and finished third in his category, while Navy Cdr Rory Bryan took third place in the veteran entry.

The forecast heavy rain and thunder held off throughout the racing and, as if on cue, the heavens opened just after the prize-giving.

Racing conditions over the 1,500-metre

swim and 40-kilometre cycle were good, though the wet and muddy ten-kilometre run made for some interesting running techniques on the hilly cross-country run sections within the scenic castle grounds.

Army triathlete 2/Lt Elysia Ridley won the female open category, following on from her successful call-up to run for Wales, and WO Glyn Painter took the male veterans' title.

"We're so pleased that there was a good standard of competition," said competitor Lt Cdr Ben Kadinopoulos.

"To have 96 participants for this Navy-organised event is great and we congratulate each of the winners for their success."

"We were looking for a location that could host the race within its own grounds and Hever Castle proved a perfect and challenging course for that."

Thrills at Frilford

THE 2012 RN Golf championships were played at Frilford Heath Golf Club, Abingdon – a course with a growing reputation.

It's hosted the Trilby Tour, featured on the qualifying circuit for professional players aspiring to join the European Tour and will host the English Amateur Championships in 2013, *writes Cdr Bob White, RNGA.*

Of the three courses at Frilford the championships were contested over the Blue Course, where conditions were "lush" given the recent rain levels and spells of warm weather; any balls straying off the fairway were prone to drift into deep rough.

The players enjoyed ideal golfing conditions with the wind becoming a factor as it freshened during the latter stages of the event.

The field of 50 men, with handicaps of ten and better, included three 'scratch' and five players holding handicaps of one or two, so the competition for RN champion (lowest gross score), had the hallmarks of being a highly-contested affair.

Round 1 saw Lt Cdr Mark Selway (1710 NAS) carding a superb 72 and Lt Cdr Guy Norris (771 NAS) played steadily for a 75, as did Mne Andy Bell (43 Cdo).

Round 2 saw the same clutch of players consolidate their positions, joined by POPT Mike Setterfield (CTCRM), with a commendable 72.

The third round – often referred to as "moving day", returned higher-than-average scores, of which Selway's 75 strengthened his lead.

PO(NN) Scott Gilbert's (MDHU Portsmouth) score of 74 saw him move into fourth spot.

With Gilbert seven shots off the pace, the final round was effectively a three-way race between Selway, Norris and Setterfield.

After a blistering start to his

final round, Setterfield was making headway but a disappointing back nine put paid to his chances.

Gilbert carded a 75 to finish in third, but the best golf was the preserve of the two leaders, Selway and Norris; both playing steadily, producing great shots and exhibiting good recovery golf around the greens.

Having birdied the 15th, Selway opened a three-shot lead, but missing the green at the long par 3 16th he dropped a shot.

Norris then produced a crucial birdie at the par 5 17th, which ensured they stood on the last tee separated by one shot.

With an aggressive tee shot, Norris found the fairway on the tricky closing hole whereas Selway chose a "rescue club" leaving a long shot to the green.

Selway narrowly missed the green to the left, leaving a difficult chip back to the putting surface and Norris hit a superb iron to the centre of the green, 25ft short of the hole.

With Selway's chip not making the green, his fourth shot finished within 12 inches of the hole – a certain five, but a bogey.

Norris had putted well all week but the odds were on him putting to draw level and invoke a four-hole playoff.

After pacing the green, Norris studied the line of his putt and rolled the ball into the centre of the hole at perfect pace – he had finished par, birdie, birdie to clinch his third title by the narrowest of margins.

The ladies had one of their top players missing, so their equivalent event had all the hallmarks of being fairly open and this proved to be the case.

After round 1, four players were

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● A shoeless LAET Jamie Lown playing from the edge of a water feature (aka pond) during his second round